

# Leatherneck

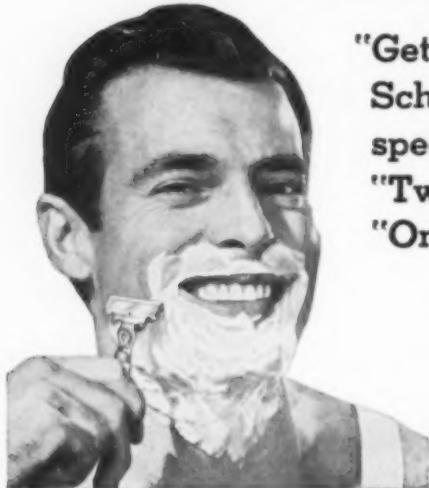
DEC. 1952

MAGAZINE OF THE MARINES

25c



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GRUMMAN AIRCRAFT ENGINEERING CORPORATION, BETHPAGE, LONG ISLAND, NEW YORK

Contractors to the Armed Forces

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THE LEATHERNECK, DECEMBER, 1952

VOLUME XXXV, NUMBER 12

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## SOUND OFF

Edited by  
TSgt. Elmer III

## STUDY ABROAD

Dear Sir:

I would like to know definitely if veterans of the Korean War are permitted to study abroad—such as France, Sweden, etc., under the present Korean G. I. Bill signed by President Truman recently.

It has been a topic of pro and con and we sure would appreciate it if you would clear this controversy up for us.

We would also like to know the procedure in order to study abroad if the G. I. Bill states and grants such.

Sincerely,

Pfc Felton S. Alexander, USMC  
1st Plt., "C" Co., 1st Bn., 1st Marines  
1st Marine Division, FMF  
FPO, San Francisco, Calif.

● *Study in certain foreign countries is permitted, but there are many rules and regulations which govern such an undertaking. First, the school must be approved by the Veterans Administration. By the same token, VA has the right to deny or discontinue a veteran's foreign training if it finds that the training "is not for the best interest of the veteran or the Government."*

*The Korea G. I. Bill differs from the World War II Bill in that tuition fees are paid directly to the veteran rather than to the school he is attending.*

*The veteran must furnish his own transportation to and from the foreign country and obtain his own passport*

(CONTINUED ON PAGE 4)

## THIS MONTH'S COVER . . .

EVEN Santa Claus has trouble getting past a Marine sentry. With central heating at most Marine Barracks, Old St. Nick has difficulty finding a chimney and must use the main gate. Painting by Sgt. John R. Chalk.



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**MENNEN**  
**skin bracer**  
**FOR MEN**

TWO SIZES: Giant 9-oz. size Large 5-oz. bottle



## SOUND OFF

[continued from page 2]

and travel visas. In addition, some countries require positive proof that the student has enough income to support himself properly. VA funds are not considered income.

If the veteran meets these preliminary qualifications he can then apply to the State Department for permission to study abroad.—Ed.

### SINGING MARINES

Sir:

Doesn't the Marine Corps have anything similar to the "Singing Sergeants"



in the Air Force? I'm sure that there are a lot of Marines, women and men, who can sing just as well.

Sure would be good to hear a Marine barber shop quartet and such again, especially on the radio. It would bring back a lot of memories to all ex-Marines.

Name withheld by request.

• We'd like to hear some Marine songsters, too.—Ed.

### PROMOTION REBUTTAL

Dear Editor:

In reference to TSgt. Spencer Burns' gripe on the "old men" of the Corps being passed over for promotion, let me say it has generally been conceded that there are a few quirks in the present promotion system which need reviewing. But, even as it stands now, this program is the most unbiased and efficient program yet devised to find NCOs of high enough quality to uphold the top standard of the U.S. Marine Corps.

With the present rapid and voluminous scale promotion program now in effect, having seven hashmarks and still a TSgt. rather speaks for itself. Having been in the 5239 field, also knowing TSgt. Burns, I cannot subscribe to the sergeant's lament that he is in the wrong field for promotion to higher rank. I personally received my fastest promotion in that field. Instead, I suggest he refer to the editor's note, in part . . . "only those men with out-

(CONTINUED ON PAGE 6)



Surveys in Marine Bases Prove...

# MARINES Prefer **KIWI** (Kee-Wee)

# 38 to 1

Over the Second  
Brand Of  
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## BRIGHTER SHINES WITH $\frac{1}{2}$ THE RUBBING

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## SOUND OFF

[continued from page 4]

standing records and fitness reports are being promoted."

Sincerely,

T Sgt. Pat Carothers, Age 76  
Aerial Observers Section, VMO-6  
1st Marine Division  
FPO, San Francisco, Calif.

- We subscribe to the wisdom of your 76 years, Sergeant Carothers.—Ed.

### "MARINETTES"

Dear Sir:

I think it is about time that we found a better name for our Women Marines. I don't like it.

I am on recruiting duty and know that I miss out on enlisting a lot of girls just because the name is not exciting enough. I know it should be with just the name, "Marine" tagged to it, but to these modern day gals it isn't. I have had several walk in and ask for information on the "Marinettes." Just where they picked that moniker up is beyond me, but it does sound better than just plain "Women Marines." So what say, let's get a better name for them.

T Sgt. Wesley Ward, USMC  
USMC Recruiting Sub Station  
San Angelo, Texas

• "Marinettes" was the name given to the group of women who served at Headquarters, Marine Corps during World War I.

As for re-naming our present day Women Marines, we're against it. We think they have an appropriate, dignified title.—Ed.

### CAMP LEJEUNE

To The Editor:

I would like to have a verification as to the correct spelling of the word Lejeune. My interpretation of the word, which comes from a background of four years study of French, is that the name should be spelled: LeJeune.

The reason I ask is because I have noticed many organizations in the Marine Corps using no capitalization of the letter "J."

Thank you.

T Sgt. John F. Doyle, USMC  
H&S Co., 3d Bn., 6th Marines (Reinf.)  
FPO, New York, N.Y.

• General John A. Lejeune, for whom the camp was named, didn't capitalize the "J."—Ed.

### WHICH G. I. BILL?

Dear Sgt. III:

In the "Sound Off" column of the

September issue of the *Leatherneck* you carry a letter from Master Sergeant R. N. Jeter, of Marine Air Group 12, regarding benefits accruing under the G. I. Bill for men still in uniform.

The part of your comment which states, "All other benefits of the G. I. Bill are authorized for men in service, so long as they comply with all other requirements. You can . . . go to school the same as discharged veterans," is incorrect.

Under the terms of the World War II G. I. Bill, such an arrangement was possible. Under the terms of the Korean G. I. Bill, no man still in uniform may take advantage of G. I. Bill schooling.

Most sincerely,

Louis Stockstill  
1711 Connecticut Ave., N.W.  
Washington 9, D.C.

• We did not intend to imply that our answer referred to the Korean G. I. Bill. We were talking about the World War II G. I. Bill. You are correct in stating that men still in uniform cannot take schooling under the Korean G. I. Bill.—Ed.

#### LEFT HAND SALUTE

Sir:

We are having quite a lot of arguments about the hand salute. Would you please settle this argument for us by answering this question:

Does a person salute an officer with his left hand when his right hand or arm is in a cast or sling?

Thank you.

Sgt. Teddy J. Joesting, USMC.  
Special Training Company,  
1st Battalion, MCRD.  
San Diego, Calif.

• Officially, and as mentioned in Navy Regulations, the only man authorized to salute with his left hand is a Bos'n when he's blowing his pipe while holding it with his right. However, custom permits a man with an



injured right arm to salute with his left or to offer a verbal greeting.—Ed.

#### FMF CORPSMEN

Dear Sirs:

I have read your "Sound Off" column for quite some time and thought perhaps you would be the best authority to present my question to.

I am a Navy Hospital Corpsman serving with the First Marine Division in Korea. Along with many of my

(CONTINUED ON PAGE 9)



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## SOUND OFF

[continued from page 7]

fellow "Docs." I have been wondering why the Navy does not have any special designator or emblem to distinguish FMF Corpsmen from shipboard and Stateside Corpsmen.

When we are returned to shore duty, we are eligible to wear the Presidential Unit Citation for a period of only 30 days unless we were around when the division was awarded the PUC. Any Sailor can earn the U.N. and Korean ribbons merely by sailing into Korean waters.

An FMF Corpsman has no visible emblem to identify himself as such after he has been detached for a month.

Why do they not issue us some type of badge, such as those issued and authorized for submariners, etc?

Isn't there any way we can show the world that we've served with the "World's Finest" and that we're damned proud of it?

Yours truly,

Christian S. Martinsen, HN, USN  
"I" Co., 3d Bn., 1st Marines  
First Marine Division  
FPO, San Francisco, Calif.

• Your idea sounds good. Why not submit it to the Naval Uniform Board for consideration?

Sorry, but you are not authorized to wear the PUC after transferring from the First Marine Division.—Ed.

### MUSTACHES

Dear Sgt. Ill:

For the first time in over ten years in the Marine Corps I'm writing



"Sound Off." Of course, during that period I have had minor "gum beats," but this time I wanted to find out something in addition to sounding off.

In this regiment, an order recently came out that seems a little unfair. Naturally, as a technical sergeant in the Marines, I obeyed it, but with the feeling that it was unfair.

The order is that no man in the First Marines may wear a mustache. I, for one, had been wearing one for quite some time. Mine was nothing



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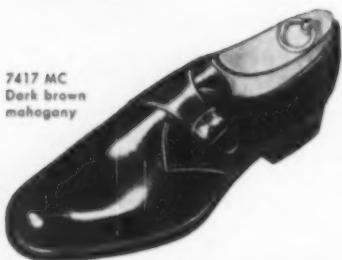


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## SOUND OFF (cont.)

that was not in accordance with the Marine Corps Manual. I can definitely understand not wanting some of these weird creations some Marines have sported, but, a small, neatly trimmed mustache (on some people) looks very military. I have known, and no doubt you have also, many old timers in the Marines who would not be recognized without a mustache.

What I would like to know (other than the fact that it was issued by the Regimental CO), is the order legal? Has there been a change in Volume I, Marine Corps Manual, to that effect?

Name withheld by request.

• There has been no change in the Manual in regard to mustaches. Chapter 49005 states: "Mustaches may be worn, but no eccentricities in the manner of the wearing will be allowed."

Nonetheless, we're inclined to believe that your CO published the order for a justifiable reason.—Ed.

### COLONEL GOETTGE

Dear Sir:

In regard to the very fine short feature on the late Colonel Frank Goettge by Zene Tuttler in the October issue—I would like to point out a few minor discrepancies in the yarn and at the same time add a few highlights to the story.

In 1921 the "Big Team" also defeated VMI, 20-0, and upended George Washington University, 21-0.

Regarding the paragraph relative to the 1922 season:

The strong "Navy" team referred to was not the Naval Academy, but the New London Submarine Base eleven which had many outstanding ex-Annapolis lads on its roster. The score was 20-0. The big game that year was the 9-6 win over Georgetown, coached by Lou Little, now at Columbia. Lieutenant "Hoke" Palmer won that one with a place-kick.

The 1923 paragraph: In addition to the 26-6 defeat by the University of Michigan, the Marines also lost the season opener to VMI, 6-0—and were tied, 14-14, by Dick Hanley's famed Haskell Institute, the Indian school out Kansas way. Old timers will remember Hanley as the quarterback of the 1918 Mare Island Marine squad. Incidentally, the Michigan game, played at Ann Arbor, was an unavoidable "long count" affair. Something went wrong with the field clock and the second and third quarters "ran" for about 25 minutes. Michigan piled up most of its points after the old men of Quantico ran out of gas following the extended period. Michigan probably would have

(CONTINUED ON PAGE 12)

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### SOUND OFF

[continued from page 10]

won anyhow because the Wolverines' great All-American, Harry Kipke, kept the Marines pretty much in the hole all day with his booming punts.

The Marines had a good season, however, defeating Washington College 40-0; Georgetown 14-3; Catholic University 19-0; George Washington University 40-0; Villanova 39-0 and the Army's 3rd Corps team in the first of the President's Cup series, 7-0. The Army team, incidentally, was coached by a good country player who played at West Point a few years before. At that time he was known as Major Dwight D. Eisenhower.

Regarding the coaching situation; the 1922-23-24 teams were coached by Johnny Beckett who also played a lot of tackle with the club. Bill Roper, the Princeton coach, came down only for the final game of the season against 3rd Corps Army in Baltimore—and then merely in an advisory capacity.

From 1925 through 1930 the "Big Team," as it was referred to in those days, was coached by civilian Tom Keady, formerly of Dartmouth. In 1926 he was assisted by Mr. McCormick who had been an assistant coach at Princeton. Goettge also aided with the various coaching duties. In 1927 Keady was assisted by Elmer E. Hall and Emmett Skinner, Marine grid luminaries of the '21-'22-'23 teams.

Orville Neale, who played with Goettge, may have been called "Greasy" by his friends—like all Murphys being called "Spud"—but shouldn't be confused with the sports immortal "Greasy" Neal of West Virginia University grid fame. Neal (not the one in the Corps) was an outfielder with the Cincinnati Reds during their 1919 World Series play with the infamous Chicago "Black Sox." Later he reached greater heights as coach of the powerhouse Philadelphia Eagles pro footballers.

Hugo Bezdek may have helped Beckett in an advisory capacity, as did Roper. He coached Beckett at Oregon University in 1915-16, but at the time mentioned in the story he was too busy turning out top notch elevens for Penn State to give much time to Quantico.

Jimmy Levey didn't play for Quantico until 1926, coming up from Parris Island where he played the year previously for Swede Larson, the Naval Academy All-American who played center and end for Quantico during the years '22-'23 and '24. Levey was a great back but never reached his

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potential on the gridiron, choosing rather to pursue a baseball career. He later played shortstop for the St. Louis Browns. (That's fame?)

Goettge retired in 1925 as a 60-minute player. Despite a bad shoulder and other injuries, he still managed to see action now and again whenever needed for that "extra yard," in quite a few games from 1925 through 1929.

Hope I haven't taken up too much time, but I merely wanted to add a note or two concerning Goettge's laurels and point out to a few of the "Johnny-Come-Latelies" that the Olde Corps had a few teams and guys who could tell which way the football would bounce. In fact, I firmly believe that the foundation for the Corps' present day football policy was laid down by guys like Goettge, Johnny Beckett, Elmer E. Hall, George McHenry and as he was affectionately known to his men and sports fans alike—"Harry the Horse" Liversedge.

Very truly yours,

MSgt. Spencer D. Gartz, USMC,  
Public Information Office,  
Marine Barracks,  
Camp Pendleton, Calif.

#### WAISTPLATE

Dear Sir:

Information is requested on what ranks were permitted to wear the engraved waistplate with the uniform, dress, blue during the period 1930-1934. It is my understanding that all enlisted men of the first pay grade were permitted to wear this waistplate.

Sincerely,

MSgt. John Long, USMC  
8th Marine Corps Reserve District  
632 Federal Bldg.,  
600 South Street

New Orleans, La.

• You are correct.—Ed.

#### REENLISTMENT BONUS

Dear Sir:

I was a member of an Organized Reserve squadron in Miami, Florida and was activated on October 1, 1950. I served until November 1, 1951, when released to inactive duty. While on active duty that year the Marine Corps came out with an order that any Reserve Marine serving on active duty could reenlist and retain his rank, also get a reenlistment bonus. At that time I could not reenlist as there was something that came up that wouldn't permit me to do so. I took my release and stayed out of the Corps three and one half months and then joined up under the Reserve billet program. I am now stationed in Dallas.

Now comes the question I want to ask you. My sergeant major tells me that if I want to reenlist I will do so with no reenlistment bonus. He says

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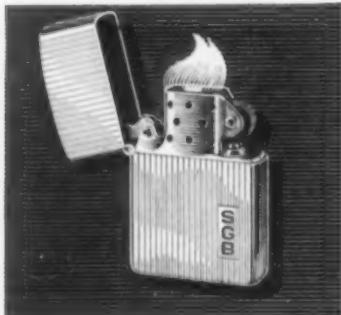
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## MAIL Call

Leatherneck receives many letters requesting information concerning members of the Marine Corps, and other branches of the service. Condensations of these letters are published in this column as a service to our readers.

Pfc Ewing Davis, Hq. Co., 1st Eng. Bn., First Marine Division, FMF, c/o FPO San Francisco, Calif., would like to hear from former boot camp buddies of his who attended recruit training with Platoon 340 during Aug.-Oct., 1951.

Miss Frances Sills, Pineland College, Salensburg, N. C. would like to correspond with Corp. Allen J. Pettigrew, last known to be stationed at Camp Lejeune, or anyone knowing his present whereabouts.

Ex-Marine John Lifavi, 3688 St. Johns Ave., Jacksonville, Fla., would like to contact James Mastrallis (or Maestrallis) who attended boot camp with him in Platoon 97 at Parris Island in April, 1952.

Mrs. Alan Hartwig, State Center, Iowa would like to correspond with anyone knowing the circumstances surrounding the reported death of her son, Corp. Ross A. Hartwig. Corp. Hartwig reportedly died of wounds received while serving with the 3rd Bn., 1st Marines, First Marine Division in Korea, Feb., 1952.

Pfc Stanley R. Horne, Ward 29A, U.S.N.H., Camp Joseph H. Pendleton, Oceanside, Calif., would like to hear from Corp. Richard Tishorn, last known to be stationed with the 7th MT Bn., First Marine Division in Korea, or from anyone knowing his present whereabouts.

Mrs. Joan F. Woods, Smyer, Texas would like to contact anyone who served with her husband, Pfc Denton B. Woods, in H&S Communication Section, 7th Marines, First Marine Division. Pfc Woods was reportedly accidentally killed in Korea on July 20, 1952.

Mr. Edward Cox, 725 Williams St., Youngstown, Ohio would like to hear

from any of the buddies of his brother, Corp. James Cox, who was killed in an automobile accident enroute home from Quantico, Va. August 16, 1952.

Eugene Kolko, 2744 Farwell Ave., Chicago, Ill., would like to contact SSgt. Joseph Meditinos who served with the 3rd Bn., 1st Marines during 1950-51 in Korea.

Mrs. Lester Roering, St. Joseph, Minn., would like to contact anyone who served with her brother-in-law, Pfc Eugene Roering, in "C" Co., 7th Marines, First Marine Division in Korea. Pfc Roering was reportedly missing in action on July 7, 1952.

Mr. Richard Provencal, c/o Electric Regulator, Norwalk, Conn., to hear from Sgt. Reginald Harrison or from anyone knowing his present whereabouts.

Jerry S. Richter, Box 55, West Cornwall, Conn., to hear from anyone who served with Pvt. Richard Zukowski, reported killed in Korea.

## At a glance



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Pfc Edmund T. Krayecki, Marine Corps Depot of Supplies, Gen. Sup. Operations Unit, 100 Harrison St., San Francisco, Calif., is anxious to contact a boot camp buddy of his, Pfc Johnson, who attended recruit training with Platoon 28 at San Diego, Jan.-March, 1952.

Robert L. Radcliff, 615 W. 12th St., Oklahoma City, Okla., wishes to contact Sgt. Rosco J. Frye, last known to be stationed at Camp Pendleton in 1944, or anyone knowing his present whereabouts.

Alice St. John, First National Warehouse, Middlesex Ave., Somerville, Mass., would like to correspond with anyone knowing the present whereabouts of Sgt. Lawrence L. Waterhouse who, when last heard from, was stationed at Camp Pendleton.

Miss Diane Wolfe, 1733 Des Moines St., Des Moines, Iowa, would like to hear from Pfc John G. Wyllys, last known to be stationed on Guam, or anyone knowing his present whereabouts.

Ralph E. Cushing, 1412 N.W. 3rd Ave., Fort Lauderdale, Fla., is anxious to correspond with anyone who served with him during December, 1943 to November, 1945, at the Solomon Islands, Marshall Islands, and/or Guam.

Mr. Chester P. Dempkowski, 515 East Main St., Bridgeport, Conn., would like to correspond with anyone who served with him in "C" Co., 1st Tank Bn., First Marine Division in Korea during 1951 and 1952.

SSgt. Emil Lumbis, Naval and Marine Corps Reserve Training Center, 211 Cass St., Springfield, Mass., would like to hear from any of his former buddies in "G" Co., 1st Marines, 1st Mar. Div., in Korea.

Elbert E. Abbott, Jr., Commandant of the Baltimore Detachment, Marine Corps League, P. O. Box 321, Baltimore, Md., wishes to contact ex-Marines in Baltimore and Baltimore Marines in service. **END**



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**GRiffin**  
**BOOT POLISH**



by MSgt. Fred G. Braitsch, Jr.

Leatherneck Staff Writer

**S**MALL MARINE helicopters had already made history in Korea when Marine Transport Helicopter Squadron-161 arrived September 2, 1951, with its big Sikorsky whirleybirds. The small Bell and Sikorsky 'copter pilots had won high praise from the United Nations Command for their daring air evacuations of the seriously wounded from the front lines. They had been snatching the badly wounded—often under enemy fire—and rushing them to field hospitals since the Marines first joined the Korean conflict.

When the little helicopters weren't evacuating the wounded they were rescuing UN fliers downed behind enemy lines, performing reconnaissance and liaison work and taxiing high ranking officers around the front. The helicopter was no longer a novelty but had grown into a vital necessity.



Photos by the author  
and  
Official USN Photographers

When the job grew too big for the few little helicopters, the big 10-place Sikorskys of HMR-161 were called in. HMR-161 was a new unit. It had formed a few short months before and had been rushed through an accelerated training program. When 161 hit Korea it lost no time beginning operations and making history of its own. In a little over a year, the big whirleybirds have established many firsts for Marine aviation and have been instrumental in saving the lives of hundreds of UN fighters.

HMR-161's first airlift of troops was "Operation Summit," the first helicopter airlift of combat troops and their equipment to a tactical position within Communist fire range and observation.

"Operation Summit" entailed putting a reconnaissance company and its gear on top of hill 884, in the enemy's front yard. There were no

suitable landing sites on 884 so the 'copters dropped a special work party on top of the hill. While the helicopters hovered just above the underbrush, the work party slid down ropes and quickly hacked out the necessary landing sites. Then the rest of the helicopters landed, unloaded their troops, and withdrew. The reconnaissance company was fresh for any encounter with the enemy who might try to push them off. They had gained a height without climbing a foot of 884's treacherous slopes—a feat until then impossible in the Korean fight. This hill had established a precedent—it was a preview of a bigger lift to follow a few days later.

"Operation Bumble Bee" followed Summit and, like the first, was successful. This time the squadron moved an entire battalion and all its gear 18 miles to a hill-top perch protruding in front of the line. They polished up the operation by laying telephone lines across the rugged Korean hills linking the newly established battalion CP with the regiment. "Bumble Bee" was a highly publicized affair with news correspondents recording the event for the world press. In a few short days after its arrival, 161 had firmly established itself and was willing to try almost anything.

Gradually, the big helicopters began taking over some of the work previously performed by the smaller helicopters of VMO-6. The big Sikorskys were ideal ambulance planes. They could carry more patients farther and

**TURN PAGE**



Lieutenant Colonel John Carey, CO of HMR-161, prepares for the takeoff in a Sikorsky whirleybird

Official USN Photo



Navy doctor signals "all loaded" as surgical team is ready to be airlifted to area near the battlefield



Corpsmen rush wounded Marine to helicopter for speedy evacuation to a rear area medical station



Chief Hospitalman Edward Mc Alister gets assist from crew chief Technical Sergeant John Schmidt, on helicopter blood loading detail

provide a smoother ride than the small whirleybirds. However, there was one drawback. The big planes could not go as close to the front lines as the small 'copters. They offered too big a target for Red gunners and would draw considerable attention to the units they were visiting. Front line evacuations were left to the small 'copters while the big Sikorskys evacuated the wounded from the field hospitals to hospital ships.

HMR-161 carried out its first emergency night evacuation during a heavy snow storm. A big 'copter picked up a badly wounded Marine and flew him back to a hospital three quarters of the way across Korea. Everyone crossed his fingers on that flight as the helicopter flew between the rugged Korean hills which were blotted out half of the time by the heavy snow fall. Since that night, 161 has performed hundreds of day and night emergency evacuations in all kinds of weather.

Emergency air evacuation work is a grim business that has moved even

the most hardened pilot. The fliers have an uneasy feeling when they are evacuating the seriously wounded. They push the big 'copters to their limitations in order to get the wounded to a hospital as speedily as possible. Pilots never relax until their patients are unloaded and in the hospital. Then, they return to the squadron and wait for the next emergency evac.

Credit for these life saving missions is shared by the small and large helicopters alike—neither can do the job alone. Awhile back a Marine was badly shot up by Red fire. He lay in shock, blood oozing from a shattered arm, as a corpsman tried to comfort him and give emergency aid. A small helicopter was called in immediately to rush the wounded man to a field hospital. In a matter of minutes the wounded man was in Charlie Med and doctors were working on him. Their task was not an easy one. While the doctors worked on his arm, they pumped whole blood into the young Marine. The main artery of his arm had been severed and the bone fractured.

Navy doctors tied up the severed artery and set the bone. But the battle for life was far from won. It was impossible to stop the blood seeping from the bone. The Marine's blood would not clot and seal the wound inside the bone. Whole blood being pumped into the young Marine lacked one vital substance—fibrin—that part of human blood that clots, sealing wounds. Fresh blood was drawn from



Marines pour out of Sikorsky 'copter fresh for action. HMR-161 put an entire battalion and all its gear on a hilltop ahead of the front line



HMR-161 has a "pick up and delivery" system which is unique, even in modern warfare. Equipment is hauled in king-size market baskets

five of the medical company's corpsmen and started into the young Marine's veins, but it wasn't enough and the medical company couldn't supply more. The patient would have to be flown to a hospital ship immediately where a large quantity of fresh blood was available.

The medical company put in a call for a big helicopter and 161 answered immediately. While the Navy men bottled fresh blood and readied the man for flight, the Sikorsky was on its way. The Marine was brought out to the landing site as the helicopter landed. The patient was loaded aboard along with the necessary medical equipment and attendants and the 'copter was on its way to the hospital ship. The second flight for life had begun. While the attendant pumped fresh blood into the wounded man and fed him oxygen, the helicopter pilot, Master Sergeant I. E. Britton, pushed the plane at high speed. A half hour after the pick up, the young Marine was on the hospital ship.

HMR-161's lifesaving activities aren't limited to air evacuations: the big helicopters keep medical companies supplied with whole blood by airlifting it in from medical supply points and keep field hospitals from becoming overcrowded by ferrying convalescents to less congested hospitals. Surgical teams are also moved by the 'copters. When a medical company is cut off by enemy encirclement and needs help or a surgical team is needed

at another location in a hurry, 161 airlifts the team and its gear, often in a matter of minutes. The idea was worked out awhile back when Doctor Edward M. Fugate, head of a special Navy surgical team, and 'copter pilots got together. It looked like a big problem at first. The team consisted of two surgeons, an anesthesiologist, ten corpsmen and a small mountain of gear. Lifting the men was no problem. It was the mountain of gear that blocked movement. If the 'copters were going to move the team, they'd have to trim down the weight of the gear to a minimum. Items that could be obtained at units with which the surgical team would work were eliminated. When the weight was cut to the helicopters' lifting limit, the project went ahead. HMR-161 schooled the team in loading and unloading the big Sikorskys until the men could perform the jobs in a matter of seconds. Then a speed run was tried. Its success exceeded expectations.

When radar equipment had to be moved to the top of a hill recently,

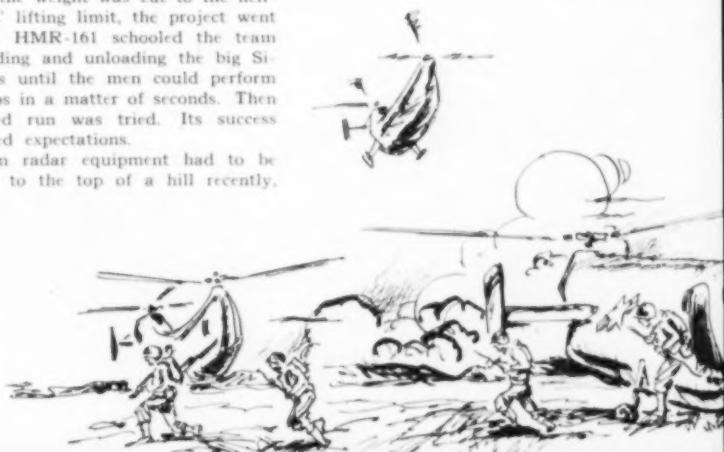
161 was called upon to assist. The hill selected for the radar equipment's installation was steep and covered with dense underbrush. Normally a road would have to be cut up the hill and the gear either towed up by tractor or winched, but this would have required several days. The radar people didn't have several days to spare; they called HMR for help. The Sikorsky did the job in less than an hour. Moving gear to the tops of steep Korean hills is an every day affair with HMR-161. 'Copters supply remote hilltop outposts with food, water and ammo and even relieve the personnel. Last winter, 161 exchanged whole companies and battalions on the line.

Of the hundreds of airlifts performed by 161, "Operation Blackbird" is considered the most hair-raising by squadron pilots. Blackbird entailed moving a reinforced company and setting it down on a remote front line hilltop during an unusually dark night. The 'copter pilots flew by compass as they wound their way through valleys walled by jagged, snow-covered hills. Reflection of the 'copters' exhausts on the snow told the pilot when he was close to a hill. The wingless craft were guided down to the landing site by crewmen waving lighted signal wands. The entire company was moved and put into place in less than two hours.

HMR-161's first days in Korea were also experimental. Proving or disproving theories of military planners was an everyday affair. The 'copters were put through every type of test, doing things that had never been done before. They tried everything that sounded reasonable. Today, the 'copter people are still trying out new ideas with the same enthusiasm they had a year ago.

Lieutenant Colonel John F. Carey commands HMR-161, the first transport type helicopter squadron to see

**TURN PAGE**



## 'COPTERLIFT (cont.)

combat service. Technically, Marine Transport Helicopter Squadron-161 is an experimental unit sent to Korea to evaluate the transport-type helicopter. Data taken during squadron operations and experiments is constantly being analyzed by military planners for use in future operations. When 161 hit Korea they brought a mountain of gear since no one knew what a

"They are really a beautiful plane to handle. You can do so much more with them than you can with a conventional aircraft. They'll land just about any place. Give us a small level spot we can put our wheels on, and we'll set the Sikorskys down. If there's no place to land, the Sikorskys can hover a foot or so off the ground and unload troops."

Cargo can either be carried internally or by sling under the plane. A special release on the sling allows the crew

The biggest danger near the front, though, is artillery fire. Not only the enemy's, but our own. "Artillery people always seem to be moving into new locations," claim the helicopter pilots. "You go zooming up a valley, make a turn, and bang . . . you're looking down the muzzles of some big guns that are ready to fire. Guns that weren't there yesterday."

They tell a story at the squadron of the flier who was escorting a new pilot on a familiarization hop over the front, pointing out the various landing sites and danger spots. He turned into a valley after commenting to the new man, "This is just about the only spot on the front where you don't have to worry about artillery," when there was a terrific boom. Unexpectedly an artillery unit had moved in during the night and was firing.

No one said a word until the plane was safely away. Then the new pilot turned to his guide, smiled, and said, "What was that you were saying?"

Like all airplanes, the 'copters have their share of troubles and often cause their crews to be stranded. Recently one of the big 'copters developed engine trouble and was forced to land on an island off Korea. The crew decided that the engine had to be replaced. A new engine was slung under a helicopter and flown to the island while a second plane brought four mechanics; Technical Sergeants James Wood, Thomas Gynne and G. I. Wells



Loaded down with a basket of supplies, a Marine helicopter hovers over clearing near front line. Gear is lowered by a winch in plane

transport helicopter unit would need in the field.

Mechanically, the Sikorsky (HMR-1) transport type helicopter is a fine aircraft. It provides a minimum of maintenance headaches and, because of its construction, it's easy to work on. Clam shell doors in the nose of the plane allow easy access to the engine. Only light maintenance is done at the squadron's forward operating base. All major overhaul is done in a rear area.

The big helicopter responds easily to control and is well liked by its pilots. Major Charles Werriick, assistant squadron operations officer, said,

chief to release his sling load from inside the plane's cabin. Weight is the only limitation on the 'copter's load.

Up on the front, the big helicopters fly through the valleys, keeping well below the hilltops to avoid enemy observation. Since the big planes seldom fly above 500 feet, their crews must keep a constant vigil for communication lines strung between hills. Pilots are constantly reminded of this wire hazard by a warning on their operations office bulletin board, a coil of telephone wire tagged, "This is what it looks like."





Mechs work on engine at forward operating base. Access to engine is easy through clam shell doors



Corp. J. Ramzer and TSgt. J. Schmidt clean tail rotor. Cleaning prolongs the life of helicopter parts



and Sergeant B. D. Holom. While the repair crew worked on the plane, the squadron flew out food, water and parts.

The old engine was removed and dropped to the ground. The plane was then pushed over to where the new engine had been landed. With the aid of a hoist flown to the island, the new power plant was installed. The 'copter took off, powered by its new engine, 24 hours after it had landed. Another 'copter picked up the old engine and flew it back to an overhaul base for repair. The island operation was directed by Captain Ted Thomas and Captain Gene Badgley. Later the enlisted men received a commendation for changing the engine in the field with no maintenance equipment.

Another feature provided by the squadron is a taxi service for high

ranking officials. One HMR helicopter is assigned to the UN truce delegation. It ferries the UN delegates to the Panmunjom truce talks. Recently a Congressional party was given a bird's eye view of the front by the big 'copters. Pilots have dubbed their unit the "Bluebird Taxi Service." However, when a call comes in for an emergency evacuation, the wounded have priority over everyone and everything.

Marine Transport Squadron-161 was an untried unit when it came to Korea a year ago but today it's a veteran organization ready and able to try anything. It has been a preview of bigger and better helicopters to come. But whatever the future holds for helicopters, the officers and men of 161 can always be proud of their pioneering in this war for freedom.

**END**



**TOYS FOR TOTS**

by TSgt. Robert W. Tallent

**I**N ALL THE CAMPAIGNS waged by Marines these past years, Haiti, Nicaragua, Korea, the one in action today is probably the strangest—yet happiest. This latest push isn't designed to halt marauding bandits or bring freedom and eventual peace to anybody. Its sole purpose is to spread cheer at Christmas time among children—underprivileged children.

Even in a country as wealthy as the United States this is a pretty big order. This year there'll be hundreds of kiddies who'll get no closer to the yule spirit than the chill outside of some department store window. Some will be lucky enough to hear a few carols being played over the radio in the next tenement. The orphanages, of course, will have quiet little parties. No matter how it is sliced though, you don't get a very large piece of holiday joy that way.

All kids want toys. Many desire a little companionship. That's the aim of several thousand Marines, Reserves and Regulars, all over the country for Christmas, 1952.

To achieve their objective, hard-bitten troopers, many who've clambered the coral of Tarawa or chased the enemy from hilltops around Seoul, are giving the same amount of drive and energy that won the war in the Pacific and battles in Korea. In many instances they are using the military type organization to press the attack home. They've learned that Marine T-OS are as adaptable to community service as they are in winning engagements in the field.

Like all campaigns, this one has a name. In the official memorandum sent out from Headquarters Marine Corps it has been designated as "Toys for Tots Program—1952." The title doesn't pack the glamour or strangeness of words like Saipan, Inchon or Coyotepe. The vets from this deal won't have any special medals minted for them. But they will come out of it considerably richer in spirit and the many children who will benefit from this action will certainly have more cause to remember Toys for Tots—'52 than the older, more illustrious actions.

The Toys for Tots Order of Battle is drawn up primarily on the Organized Marine Corps Reserve Units based in cities and towns throughout the United States. Before the mission is completed there'll be a lot of other outfits in the field, the Regulars, inactive Reserves, Salvation Army, Community Chest, countless local civic groups and newspapers, radio and TV stations. In fact, just about anybody who is willing to bear a hand. There's

a job for everyone and nobody is being fussy about who gets the biggest issue of glory bars. The important thing is seeing that every needy tyke winds up with a full ration of playthings.

There is seldom a lack of volunteers for this duty. In many towns during 1949, the first nationwide operation of this nature, everyone from theater managers and mechanics to dry cleaners and mayors enlisted. At Boston, First Sergeant James J. Corbett left his life of retirement long enough to turn to on the 40-day drive Marines staged in that city. Just a couple of months before, he had celebrated his 75th birthday. During the same drive a spirited bunch of coeds vowed they wouldn't date unless their boy friends donated a toy for a tot.

Little Larry Sabadini, age eight, was walking along one of Boston's main streets when he found three rumpled one dollar bills laying in a mud puddle. He turned the fortune over to the drive. Cash is normally not accepted, but his case was the exception.

In Philadelphia, they were swamped with dolls, small autos and erector sets. The Director of the Fourth Marine Reserve District at that time, Colonel E. S. Laue, paused only long enough in his supervisory work to tell the press the results were "very gratifying."

The citizens of Corpus Christi, Texas, already had a toy drive of their own in progress. The Marines pitched in with the established group. After the

fun was over the commanding officer of "Baker" Company, 15th Infantry Battalion reported:

"On the strength of this year's participation, the unit has been offered a membership seat on the Board of Directors for the drive."

Men from the 8th Infantry Battalion, Toledo, Ohio, manned a collection booth in the downtown section of that city. No duty sterner ever had it so good. Nearby restaurants furnished the men with all the free meals they could reasonably handle, then sent over between-times snacks.

Department store owners dropped off toys by the case lot. The payoff came when a warehouse called the booth and wanted to know where the Marines wished a truckload of children's happiness delivered.

By anybody's standards the campaign of '49 could be considered a conspicuous success. Just a little later though the North Koreans spoiled the kiddies' fun by trying to set up a garrison in Seoul. The Reserves, who six months before had been spending their spare time repairing, wrapping and delivering playthings, took on a more rugged chore that Christmas. There was no concerted Toys for Tots drive that year or the one following.

Like any military operation, "Toys for Tots" aims at simplicity and as much directness of action as possible. During the last couple of weeks in November decorated barrels are placed at collection points throughout the city

TURN PAGE



Official USMC Photo  
In Seattle during a previous drive, the 11th Reserve Battalion used flashy trailers and jeeps, mounting PA systems, to pick up playthings

## TOYS FOR TOTS (cont.)

or town where a Reserve unit is based. These are spotted in theaters, department stores, fire departments or libraries. Citizens are asked via radio and newspapers if they care to make a gift to an underprivileged child—preferably a new or serviceable toy. Donors are requested to wrap the gift, mark on the outside whether it is meant for a boy or girl, then leave it at the handiest collection point. From there on the Marines take over.

Special teams pick up the presents, check them, report to an established welfare agency for disposition, and in many cases make the actual delivery.

On the surface, handling a job like that looks as easy as making liberty call on furlough. When the gifts pile into the hundreds, then thousands, as happens in larger cities, the job becomes complicated.

It even became hazardous for one Marine officer making deliveries on Christmas Eve awhile back. He had dropped off toys at dozens of beleaguered homes that night. In fact he became so carried away with his task he must have missed the small yellow card pinned on the door of one house. A dose of the chicken pox didn't discourage him, he is still one of the drive's most fervent boosters.

The man who is generally regarded as having masterminded "Toys for Tots" is Major Bill Hendricks, US-MCR, genial representative for Warner

Brothers Studio in Hollywood. Back in 1948 Major Hendricks approached the Commanding Officer of the 11th Reserve District with the idea of collecting gear for hapless waifs at Christmas. There was no agency in Los Angeles handling anything of that order. The city firemen repaired broken toys as they were received, but their efforts could not fill the gigantic need.

Marines have never been exactly classed as experts in this field, but the L.A. contingent voted to give the project a fighting try. The opening year they collected and passed out more than 7000 toys in the Los Angeles area.

Induced by Major Hendricks, the local theater managers permitted the Marines to place collection barrels in the lobbies and helped prepare announcements telling their patrons about what the Marines were doing.

Within a few days the venture snowballed. Kind hearted Angelinos poured toys into the buckets sometimes faster than the Marines could pick them up. The movie managers rolled up their sleeves and pitched in after they secured their shows for the evening. In many cases the executives were so late getting home that their entire families came down to lend a hand in squaring away the contributions.

Command Post for the first operation was the Naval-Marine Reserve Armory out on Chavez Ravine Road. By the time the drive had been on for a week the men of the 13th Infantry Battalion and 2nd 105 Howitzer Battalion found themselves besieged by

kiddie geegaws. There were more toys in the armory than there are sand fleas at a Parris Island muster. The Inspector-Instructor staff was pressed into service, then the wives, uncles and a few non-kissing cousins. The Navy rallied reinforcements, too.

There was a salty chief boatswain's mate with the Navy Station keepers who took a load of toys out one night for delivery on the far, far side of town. Hours passed before anybody heard from him and the folks at Chevez Ravine CP were starting to worry. After another anxious hour the Chief called in—he'd recruited a minister and complete congregation into the drive; they were all working in the church, wrapping parcels.

As the campaign waxed hotter many Marines of the battalion forsook their own Christmas shopping to expedite the packages. Before the first year's drive was completed 70 percent of the two organizations had worked two or more hours either picking up, packaging or delivering toys.

Major John L. Hampton, one of the prime movers in setting up the first job, explained:

"We didn't have any idea the drive was going to be so well received, or so much work. When it was over though, there wasn't one man in either unit who felt the drive wasn't worthwhile. It showed up well the following year, the 11th Reserve District rounded up well over 10,000 toys."

Some communities have the children situation in hand with previously or-



Official USMC Photo

Reserves from Evansville, Indiana, took that city's underprivileged kids on a tour of Santa Claus Land



Photo by C. D. Nowicki

Company "C" of 18th Infantry Battalion gathered more than 800 new toys for Milwaukee's children

ganized annual drives conducted by their own welfare agencies. Where this happens Marines either join the program or augment it by holding special functions and parties or canvassing for donations. The Reserve Company at Evansville, Indiana, hooked up one year with a couple of civic groups just at Christmas time and tossed a day long party for 60 orphans and underprivileged children. Cabs were donated by a local taxi concern and 12 Marines in dress blues chauffeured the boys and girls 45 miles from Evansville to Santa Claus Land, Santa Claus, Indiana. They spent most of the day in famous kiddie park, had dinner and then each child was presented a special plaything before returning home.

Marines and civilians at the big 100 Harrison Street Depot in San Francisco have gotten together for a number of years and held parties at local orphanages.

Why does an outfit like the Marine Corps with a large fighting commitment in Korea and mission of constant readiness at home take time out to look after unfortunate tykes at Christmas?

The Philadelphia *Inquirer* believed it had the answer when they said in an editorial:



"There is something particularly in keeping with the spirit of Christmas kindness in the current . . . drive—to collect toys and gifts for underprivileged children.

"Veterans of the Marine Corps campaigns of Tarawa, Guadalcanal and Iwo Jima are contributing their time and energies all over the country to driving trucks and soliciting from house to house for cast-off toys, clothes, anything that, with a little fixing, paint and mending can bring that bright, Christmas morn gleam into youngsters' eyes. In the Philadelphia area two battalions are heading the campaign.

"Psychologists probably have some big technical words for that extra measure of human understanding that comes to men who have faced suffering and death at first hand and some peculiar explanation of why they so often have developed a skin-deep toughness that seems to contrast with the idea of playing Santa Claus to hundreds of thousands of young people. But we think some of the age old words are better.

"These Marines have discovered the meaning of the message, 'Peace on earth, good will toward men,' the hardest way of all . . ." **END**



Official USMC Photo

While part of the battalion scoured Seattle for donations, a special toy repair squad labored in the armory touching up the contributions



A thousand words can't describe what "Toys For Tots" has done for these kids. But, one look at their faces—and you know it's Christmas

# LITTLE DETROIT



by SSgt. Robert A. Suhosky  
Leatherneck Staff Writer

Photos by MSgt. J. W. Richardson  
Leatherneck Staff Photographer

## Barstow supply base furnishes "wheels" and ordnance gear; some is reconditioned from War II—some of it is new

A

GRIMY, BATTERED and worn DUKW was being towed from the lot into the shop at "Little Detroit." It wheezed and protested for it had not been operated since V-J day. When the engine refused to turn over, the heap was towed to the repair factory at Barstow's sun-baked supply base.

"Let 'em loosen up that engine first," Master Sergeant Johnny Goddard yelled to the driver of the retriever pulling the DUKW, "then she can go right to the steam rack."

Before returning to his office, Goddard eyed a bright orange "X" painted on the DUKW's hull.

"I slapped that orange mark on there three years ago when we closed shop on Guam and shipped everything back here," he reflected, then added, "By the time these people finish with that vehicle, it'll be impossible to tell it from a brand new one."

Sgt. Goddard is non-commissioned officer in charge of the repair branch

inspection station. And he was correct about the future of the rusty DUKW.

The scope of the repair branch is immense, its mission is to run out a finished product—guaranteed to be in "combat serviceable" condition. Work orders for jeeps, trucks, trailers and DUKWs flow from every part of the Corps. Requisitions have included tanks, self-propelled Long Toms and LVTs, but every order has been filled on time.

When Marines in Korea needed wheels to back them up ashore, the Corps' personal defense arsenal worked around the clock—not shift work but straight 24-hour periods. Little Detroit reached its peak when it helped to outfit the First Divvy for its debut at Inchon-Seoul; 200 pieces of mobile equipment rolled from its two plants daily.

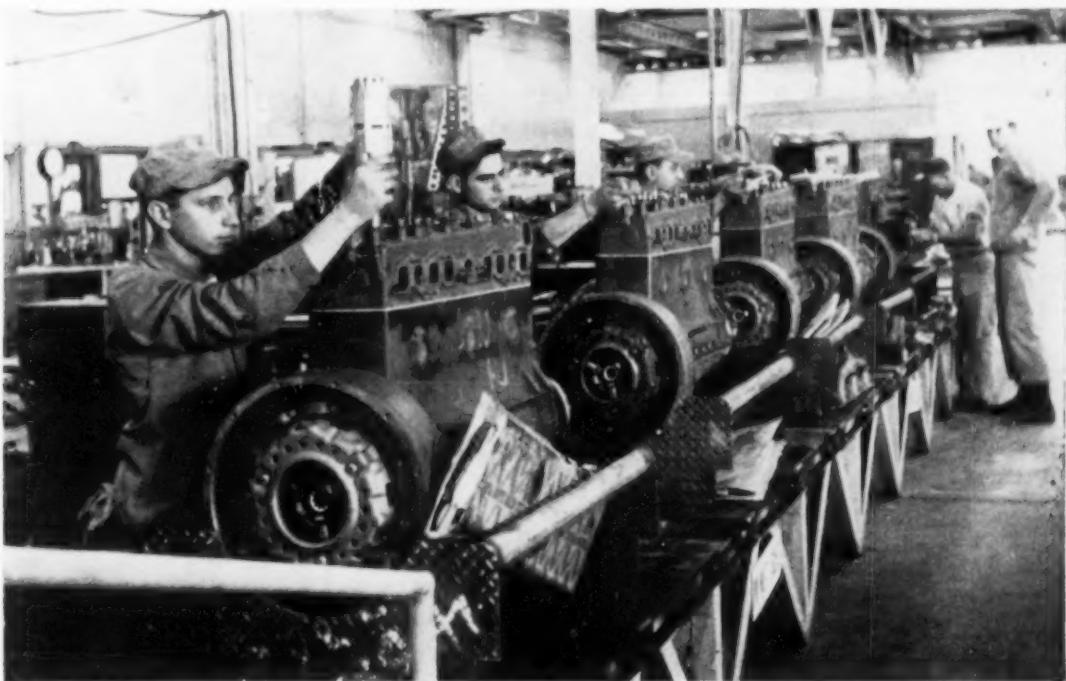
While Barstow's repair branch doesn't manufacture new equipment, many of the vehicles which leave there were built up from bare frames. The

section draws on two sources for work: a diminishing pile of equipment which survived the Pacific war, and newly-purchased trucks, jeeps and other rolling gear.

New stock delivered to Barstow gets the same treatment as rebuilt items. Every part is double checked. And for good reason. Vehicles sometimes arrive from the manufacturer plagued with minor defects. Barstow's Marine and civilian mechanics uncover and eradicate the bugs before the units are passed on to motor transport sections.

Despite close scrutiny, oversights do occur. A six-by-six truck sent to the Third Marine Division returned two weeks later with a sour note that something seemed to be amiss with an inner wheel bearing. Crack mechanics took the complaint apart and found nothing wrong with the bearing in question—there just wasn't any bearing.

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Reconditioned engines pass through the assembly line where mechanics tighten heads and make final

adjustments prior to installation in motor vehicles. This is the only assembly line in the engine shop.

### LITTLE DETROIT (cont.)



Major E. Norri, Capt. G. Smith and MSgt. J. Goddard conduct a routine inspection of one of the two large Repair Branch buildings

Barstowites point out that such errors are practically unknown. With a good percentage of Korea veterans working there, the men are always conscious of their responsibility.

The wide range of mobile gear repaired has covered engineer graders, cranes, tractors and generators. Sometimes they even managed to come up with a snow plow for the often isolated Marines at Pickle Meadows.

Major Erro Norri, chief of repair, believes that the varied potentials of the organization stem from a combination of teamwork and determination. In a paper breakdown, the tank, wheeled vehicle, LVT, engineer and heavy equipment sections loom as the work horses of the unit. Supporting shops include artillery, electronics, motor rebuild and the preservation and packaging units. A small arms department completes the index.

Work slackened only once during the round-the-clock race to equip the First Marine Division early in the Korean campaign. What happened is still a favorite sea story in land-locked Barstow.



MSgt. Hendricks test fires M1 at Small Arms shop. Three clips are fired to check function of rifle



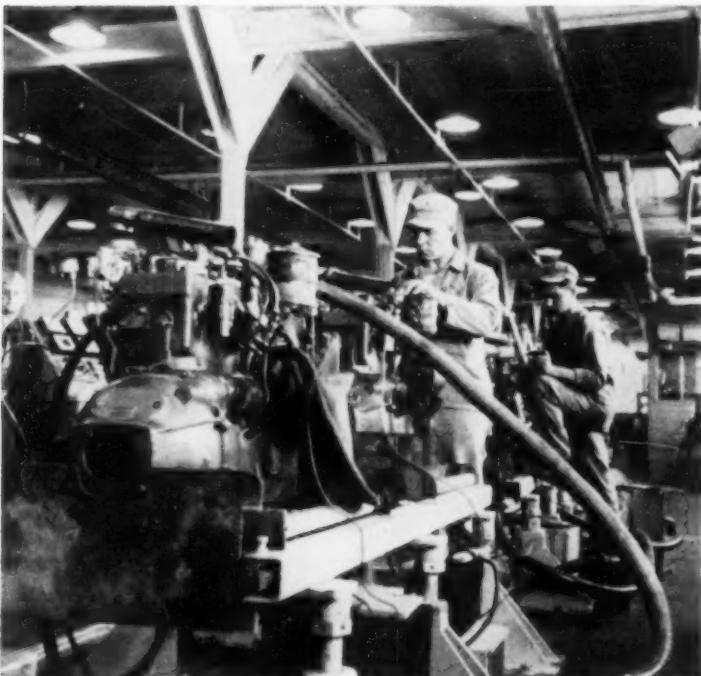
This batch of rifle stocks gets a linseed oil bath. One dip here saves many hours of hand rubbing



A Sun machine saves time during motor checks. This multi-dialed gadget diagnoses engine faults



Crankshafts are rebuilt by spraying with atomized metal, then reground on a lathe to desired size



Marines from Engine Rebuild keep motors going on a "run-in" stand. Motors are bolted down, then run for hours to check performance

The shops became a trifle crowded with rush business so M-5 trucks waiting for the last "OK" were lined up outside. Work was still in progress long after sundown when a Marine gripped an extension light and crawled in the dark to examine a truck's undercarriage. He heard a noise. He surmised that a brother mechanic was under the truck also. But the light showed that the rattle was caused by a snake. Both forces withdrew hastily.

While this incident may tend to classify the work as "hazardous," most of the dangers at the repair branch can be found on the inside. Carelessness with tools or equipment can result in accidents—a breach of safety regulations is a serious offense, frowned upon in the same light as military misdemeanors. But Barstow can boast of its incredibly low record of no-lost-time mishaps.

Although safety is everybody's job, a full-time safety director is employed. Recently all Staff NCOs began pulling rotating, 30-day tours of duty as safety assistants.

One job the plant tackled recently involved several hundred personnel carriers which reached Marine Corps units too late for action in World War II. With an eye to the uncertain future, they were coated with a chemical preservative and tucked away. Put

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## LITTLE DETROIT (cont.)

ting these trucks in working condition after years of inactivity was a problem typical of those faced at Little Detroit.

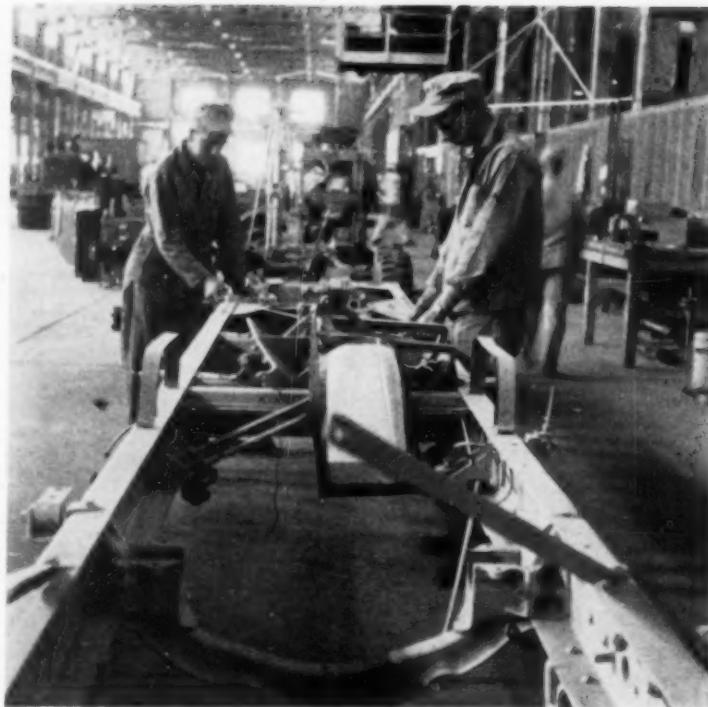
Wooden truck beds and sides had rotted from the constant exposure; enroute to the huge plants, the vehicles were short-stopped at the carpenter shop. Next step was to remove the wonder spray which had safeguarded the metal. The Marines admittedly were stumped until a chemist tried cutting the preservative with steam.

The experiment worked.

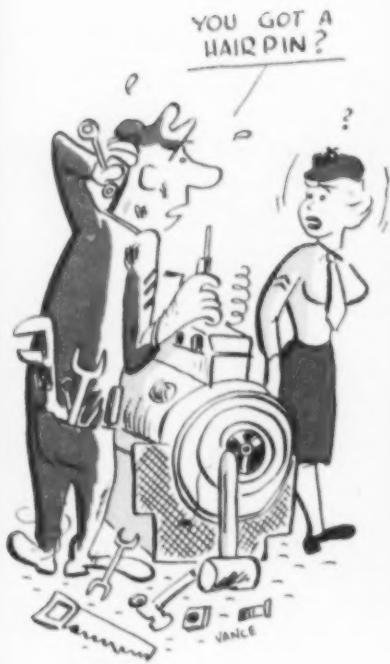
After the steam racks the trucks were turned over to the mechanics, who usually work in crews of four men.

Complete overhaul of entire vehicles may seem unnecessary when mileage indicators register less than 100 miles, but no chances are taken. Trucks are stripped and reworked. Wheels yanked, brakes and cylinders replaced. Out of the confusion of nuts, bolts, parts and pieces, a "fighting" truck will appear.

Motors, whose pistons stroke the heart beat of the engine, get extra attention. To free the stale engines, Casite is run through the power plants.



Marines measure and check a truck frame to be sure that it's true. A completely rebuilt truck will materialize from this bare beginning



Ordnance men remove 155-mm. Long Tom from tracks with overhead crane. Tank then proceeds to Engine Repair Section for overhaul

Clouds of smoke pour from the truck when mechs are freeing an engine. If a motor fails to respond properly, it's replaced with a proved power unit.

When vehicles roll off the line from the shops, they're greased, road-tested and inspected before the more visible face-lifting is applied. Upholstery and paint add a new look, safety straps and a Marine serial number are the final touches—she's ready to roll.

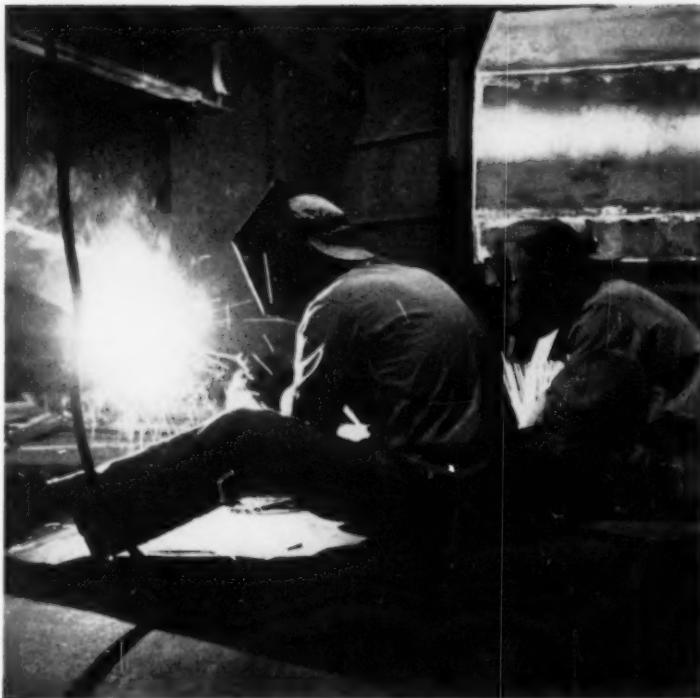
When the results are slated for immediate overseas use, tires must be brand new; Stateside shipments are released with "Serviceable" tires. It's part of a plan to conserve critical gear.

The assembly line principle has been installed in only one part of the factory—carburetor, clutch, ignition, transmission—are worked over for quick use in the main shops.

Good mechanics aren't necessarily born. Many of the more than 400 Marines working at the repair branch learned their fundamentals in the Motor Transport school at Camp Lejeune, others received on-the-job training.

Despite their high, technical skills, they participate in the routine military duties with typical Marine gusto. When a parade roster was published recently, the men offered the usual number of excuses.

END



Marine specialists arc weld while fixing heavy engineer equipment. Tank-dozers, road-graders and snow plows are quickly repaired here.



Marines make sure DUKWs are water-tight by dunking them in this tank. Before the DUKW is

driven into the water, seacock must be closed. Propeller drive of the amphibians is also tested.

# CORPS NIMRODS

by Major Don Carpenter



**R**EGULAR TRANSFERS to posts around the globe provide Marines with hunting opportunities which the average civilian could never realize and, according to Marine Corps Special Services, the men are hot to trot when the seasons open.

Recreation gear at each post and station includes a supply of shotguns and ammunition; these items are checked out most of the time while the taking of game is permissible. Hunting and fishing clubs at such posts as Quantico and Cherry Point are additional evidence that the sport is popular. Memberships are large and the dues are used to propagate quarry.

The Quantico Hunting and Fishing Club is one of the largest outdoor groups on a big Marine base, and probably the oldest. Forests and streams on the Marine Corps Schools reservation have been stocked with wild turkey



Marine skirmish line beats the bush during all-out deer hunt at Camp Lejeune, North Carolina. Men

organize in fall, use scout and sniper tactics while trying to track down the reservation's surplus deer

*Official USMC Photo*

and quail; fresh water trout and bass now swim in waters improved by the active members who work for their sport while paying dues.

Quantico is located in Virginia's famous wild turkey belt near Bull Run. Bronze-backs which tipped the beam at 28 pounds have been shot on the base. In addition to the wily gobblers, Commonwealth Marines can find wild doves in good numbers, a few woodcocks, lots of rabbit, some deer, good Bob White hunting and fair sora and reed bird areas along the Potomac boundaries. Squirrel hunting is considered above average in the vicinity of Quantico. Wild waterfowl such as ducks and geese are shot from blinds along the Potomac which is the main Eastern flyway for birds moving South. A license (Virginia) is required of all who fish or hunt on the reservation or off. A duck stamp must be bought and attached to the state hunting license before shooting waterfowl.

The huge Marine Base, Camp Lejeune at New River, N. C., is a real paradise for Ike Waltons because the variety of game and fish there is too numerous to list here. Many sportsmen Marines have requested duty at Lejeune just to exercise their hobby. Among the game animals found in Onslow County are: Virginia white tail deer, bear, fox, rabbit, quail, turkey, wild cat, and even bull alligator which have been killed and when mounted, measured 12 feet. Usually each fall a lucky group of Marine Nimrods are allowed to drive deer in an organized hunt and kill the surplus animals which number about 100 males. The writer has frequently seen on the reservation herds of deer which numbered a dozen or more.

Bird life at Lejeune is also plentiful, especially waterfowl and quail. Fresh and salt water fish abound in the dark water streams, inland waterways, sandy ocean inlets and along the beaches and off-shore in the Atlantic Ocean. You can spear flounders with a light at night or silently paddle your skiff toward the awesome bellowing of a huge bull alligator in a lagoon where two luminous eyes shine in the light of your lamp, and only a well-placed rifle shot can bag this big game. Woe to the man who forgets the power of the 'gator's tail.

A 12-foot alligator usually weighs about 450 pounds and is alleged to be 75 years old. Over-hunting has almost exterminated Alligator *mississippiensis* found in Southeastern United States, but Lejeune still has a few of these. You can discount the folk tales about alligator hides turning bullets; our new ammo will kill any 'gator when you hold 'em and squeeze.

The Marine Air Base at Cherry Point, N. C., is also located in the best of



Official USMC Photo

Master Sergeants Robert Butler and Carl Wood skin out 150-pound buck shot by Butler on opening day of Cherry Point's deer season

Carolina outdoors and a Hunting & Fishing Association is now being organized for officer and enlisted personnel. Mouthpiece for the club is the column "Outdoors" by Master Sergeant G. R. Borstil in the *Cherry Point Windsoc*. Plans are now underway to build duck blinds on creeks adjacent to the station. Membership fees will be charged to cover cost of hiring dog handlers and dogs for organized deer hunts on the station. Chairman of the committee is Colonel D. K. Yost.

Duck and goose season in North Carolina is open from noon November 17 to January 10. Daily bag and possession limit on geese is three. Duck bag daily is four with a limit of eight in possession, plus four blue geese. Coot hunters can shoot ten blues a day. The woodcock limit is four a day and eight in possession. Except for opening morning, shooting is legal from a half hour before sun-rise to a half hour after sunset. A license can be bought at Jackson's Filling Station on Highway 70, two miles west of Cherry Point.

Post Marines at Parris Island, S. C.,

can hunt the tiny dog deer on surrounding islands or enjoy fine waterfowl shooting around the boot base.

Camp Joseph H. Pendleton, at Ocean-side, California, is a gold mine for Marine sportsmen. We have actually followed a big mountain lion with our jeep out on the rocket range and watched a big lynx play with pebbles on the opposite side of a trout stream while we were catching rainbow trout. Deer abound in the hills east of the base, and the bucks are plenty big. On the moving target range we shot dove and mountain quail and ducks on the ponds and streams. Geese, too, are plentiful at times because the Santa Margarita ranch is right on the main Pacific wild waterfowl flyway. Specs and snow geese have been shot at Pendleton.

Pendleton Marines who wish to hunt must get a permit from the provost marshall and obey camp regulations on hunting.

San Diego duty is too close to civilization for much hunting, but the base is close to the Mexican border and the mountains east of Diego where rod

TURN PAGE

## CORPS NIMRODS (cont.)

and gun fans can find sport aplenty. Mexican hunting is still unspoiled and inexpensive.

Sticking our neck out over the skyline of Old Baldy is no more dangerous than making the statement that one kind of hunting is better than another. Every man has his own favorite kind of hunting and you will lose the argument if you try to debate that your kind is better than his.

The haunts of American big game are yearly reduced by the spread of civilization while the increased pressure of new hunters annually has decreased the supply of game in nearly all major varieties. Steps taken by conservation conscious Nimrods have prevented the total extinction of some species of game. Game laws become more strict yearly and daily bag and possession limits are being reduced to help preserve our American heritage of hunting.

Game in Alaska far exceeds the quantity in most of the U. S. We have seen whole herds of deer at times when we did not need meat, yet when we actually did need game after a shipwreck along the Alaskan coast we hunted long and hard and found nothing. During the beginning of World War II in Alaska, deer were so tame and plentiful we shot what we needed with a pistol rather than use our M-1, and even killed our selection of the herd.

Killing geese with a rifle in Alaska was real sport. These large birds were smart and apparently knew the range of the hunter's weapon. The geese in summer fed on the tidal flats and every group maintained a guard which did

not feed while he had the duty. The sentinel bird gave warning when a hunter approached. This security watch made it necessary for hunters to crawl through the muck and suffer many discomforts from insect life just for one shot at an average distance of several hundred yards. If the hunter missed he had to follow the birds a long distance and begin his stalk all over again.

Hunting hair seals from a small boat with rifle or pistol is sport, if one does not mind the roll of the boat and the fact that his target is the size of a grapefruit bobbing among the waves. When you shoot a hair seal the natives will make a pair of mukluks from the skin, which will reek forever, despite a handsome appearance, and a useful life. Hair seals are despised by salmon fishermen because they ruin the sale of valuable fish by biting out the hook-latch and leaving the rest to rot.

A great variety of bears live in Alaska—more than two dozen species and sub-species. King of the bruins is the Brown Bear which weighs from 1000 to 2000 pounds and more. The brownie, like all bears, is a smart animal and dangerous to hunt. When wounded he will turn fearlessly on the hunter. We recommend the lightest load for your rifle to be a 220 grain softnose.

Marines with a yen to hunt and orders to Alaska will find moose, caribou, elk, dall sheep, musk ox, wolf, lynx, coyote, fox, wolverine, marten, otter, mink, weasel, beaver, muskrat, snowshoe rabbit, porcupine, squirrel, marmot, and such game birds as ruffed grouse, ring-neck pheasant, golden geese and many kinds of ducks and geese.

Before hunting in Alaska or any

other place the Nimrod should study local license and game laws. His Special Orders should be local regulations and his General Orders the laws of safety for all firearms and their uses. The careless use of firearms is a quick way to lose friends and influence people against you—besides, you might even shoot yourself!

Stateside Marines can spend their leave in hunting areas located country-wide in millions of acres of National Forests and Parks where strict regulations govern the harvest of surplus game. Write the U. S. Forest Service, Department of Agriculture for details. Public hunting grounds are also open



in many states. Deer and black bear lead the list of Eastern big game animals.

The annual casualty list of hunters shot by "mistake" is a handicap where hunters mix gun powder with liquor. To avoid "mistakes" the hunter must always be sure what kind of animal is his target. This means even the sex must be determined before shooting, because in some places only a male or only a female may be killed and stiff fines are imposed for mistakes. Then too, the Nimrod should look behind his quarry to see that no human is in line with his sights. Look for the flat surface of rock, too, because it might ricochet the bullet back into yourself.

Where the hunting area is crowded it is a mistake to carry a deer or bear out of the woods on your back. Our own pet hate is the chap who "forgets" while quail hunting with his buddies and in his excitement shoots down the line of hunters when they are spread across a field, in a line of skirmishers to drive the birds. To be trigger happy when excited is inexcusable. We once saw a very "sorry" boy in Oregon, who had just blown off his father's head with a 12-gauge shotgun because he was so anxious to kill his first goose.

Game laws everywhere are different. Study the laws which apply in your hunting area. Some states do not allow Sunday shooting, shooting before sunrise or after sunset, or when snow is on the ground. Some deer areas allow only the use of shotguns loaded with "punkin' balls," other places demand that a rifle be used. Nearly everywhere a shot gun cannot exceed 10-gauge or must be plugged to hold no more than three shells. The hunter must also know what the daily bag



Official USMC Photo  
Bows and arrows have replaced rifles for big game hunting at Camp Pendleton. The reason: danger to troops training in immediate areas

limits are, as well as the total possession limits. Shipping game back to distant friends is governed by more rules and calls for special permits and tags. Even the deep freeze has a time limit for keeping certain game. And woe to the hunter who forgets to unload his weapon while riding in his car from one place to another. Most states take a dim view of this and soak the offender, as they do the person who shoots within so many yards of a public road. Yep, there are lots of rules to be remembered if you don't want the warden to breathe down your neck, or the Justice of the Peace to buy his wife a fine new dress at your expense.

"Buck Fever" is a common malady of novice deer hunters. We have seen a sober, grown man stand in a trail ten feet from a large buck and pump six shells through the action of his Winchester carbine without firing once.

In most Eastern hunting camps the unlucky hunter who misses a fair shot is subjected to having a large piece removed from the lower end of his shirt by his buddies' hunting knives.

When we were young, a deer hunt always meant long hikes in the woods over mountains and through blow-downs and thickets of brambles. In time we have learned that the most effective way to hunt deer is to find a fresh game trail, then sit down comfortably and quietly wait for the shot. Animals frequently are curious about the still hunter and will show themselves carelessly. However, self preservation has taught most game various tricks to fool the hunter. A grouse when disturbed has learned that it's wise to get as many tree trunks as possible between itself and the hunter. The wild grouse uses its wings to make a lot of noise when it takes off, intending to scare the hunter out of his shot. The wily wild turkey does the opposite when he wants to get away, frequently leaving without a sound. Woodcock depend on an erratic flight for safety, as do many reed birds.

Just before the hunting season opens the shotgun fan should visit his local skeet or trap club for some clay bird practice shooting. This sharpens the eye and improves the timing for wing shots. Deer hunters should zero their rifles before taking a long and expensive trip where they may have only one shot at big game. A miss can turn your trip into a dud.

Most hunters cannot afford to spend a lot of money for their sport and must hunt close to home. That area may be very civilized, and apparently offer little game. However, there is a lot of sport today, even close to big cities because crow shooting is now very popular and the supply of crows is unlimited. Rifle shots can also hunt



*Official USMC Photo*

One of the prizes bagged in area adjacent to Camp Pendleton. Deer are now plentiful on the Marine reservation because of firearm ban



*Official USMC Photo*

Marine Nimrods are hot to trot at Cherry Point. Special Services has more than 250 shotguns of all gauges available to station hunters

groundhogs or woodchucks for many months of the year, and the young of both species are good to eat.

In hunting rural areas around a city, the farmer can be your best friend or worst enemy. If you ask permission to hunt, promise to kill only what game he can spare, do not shoot his domestic animals nor leave his gates open, releasing his stock.

More than 18 kinds of dogs are used in hunting. Few Marines are fortunate enough to have their own hunting dogs, but stuffed owls or owl and crow silhouettes to set up around crow hunting blinds are available at sporting goods stores and some Exchanges. Crow, duck and goose calls will help to lure game within range. It is now possible to buy painted rubber duck decoys which fold flat for carrying, and will not sink when hit by a shot pattern.

Post libraries frequently have a selection of hunting books which contain dope on various forms of this sport. But best of all is a buddy who has learned about wild life the hard way and is willing to go with you.

A word of caution to hunters: Don't take that souvenir Japanese rifle with you when you go deer hunting; the safest place for that rifle is above your fireplace. Don't try to load magnum shells in non-magnum shotguns. Don't buy a London twist or Damascus steel barrel shotgun. They are beautiful and cheap but will not stand the pressure of modern powders and may kill or maim you. We had a \$200 Batavia Leader blow up because we did not believe what we were told. Use only modern barrels for modern loads. Most Marine armorers can advise you on weapons; take their advice.

**END**

# Latin American Submachine Guns

by Roger Marsh

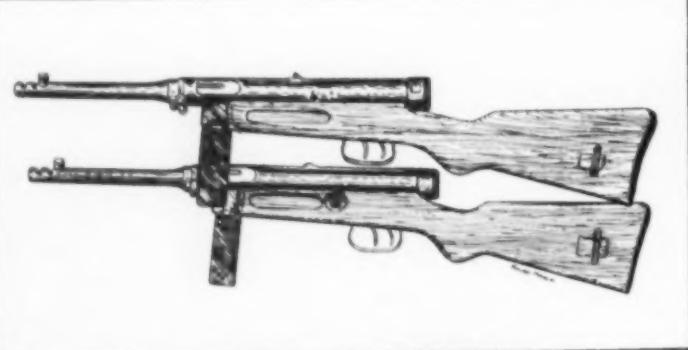
OUR NEIGHBORS to the south have a number of thriving industries. It is not surprising that the Argentine Republic, a modern and partially industrialized state, has a comparatively extensive arms and ammunition industry. Some months ago a national news magazine mentioned the purchase, by one of Evita Peron's organizations, of quantities of pistols and automatic carbines, a notice which did more to bring the Argentine arms industry to the world's attention than any number of formal or factual statements on the subject.

The two basic names in Argentine arms are "Halcon" and "La Criolla." The Halcon firm produces a considerable variety of light sporting arms—rifles, autoloading rifles and pistols—in caliber .22, also two versions of a submachine gun (or machine pistol) in caliber .45. A Halcon light machine gun was designed but not produced in quantity.

The "La Criolla" name is applied to a semi-automatic carbine in 9-mm. Parabellum designed by Carlos Ballester and produced by the Hispano-Argentina Metal Works. The Ballester Molina .45 pistol, an arm adapted from

the basic 1911 design, is another of his designs.

Information on indigenous arms of Latin America is not readily available, and there may well be other pistol-caliber carbines in production south of the border. However, the Halcon and La Criolla in Argentina, a submachine gun from Uruguay and the arms of Beretta type, understood to be in production in the Dominican Republic, represent an interesting move on the part of other South American republics away from dependence on North American or European arms manufacturers.

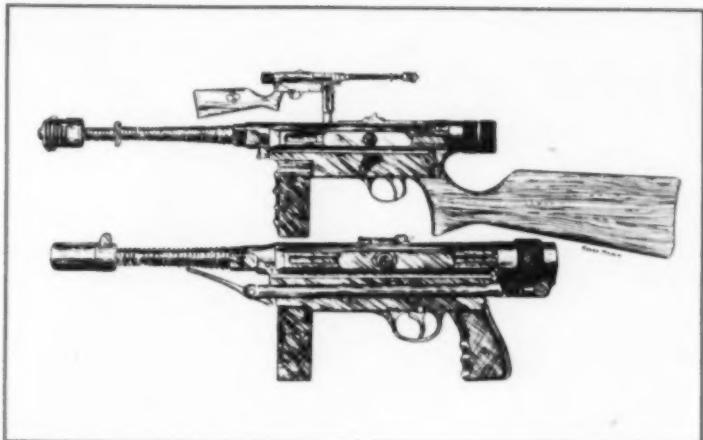


**The Pietro Beretta Submachine Gun**—The Beretta 38 44 (Top) and the Beretta 38 49 (Lower) represent two recent developments on the original Beretta 38 action by the firm of Pietro Beretta of Gardone Valtrompia, Brescia, Italy.

The 38 44 was the second modification of the original 38, the first having been a wartime job which eliminated the handguard. The 38 44 had an ribbed barrel and the "compensator" design was further simplified. The 38 49 eliminated the lever safety and replaced it with a cross-bolt.

The Beretta two-trigger design is a most interesting means of controlling the rate of fire. Pressure on the front trigger gives semi-automatic action, while the rear trigger gives full automatic fire.

A version of the Beretta is reliably reported to be in production in the Dominican Republic.



**The "Halcon" Machine-pistols—**

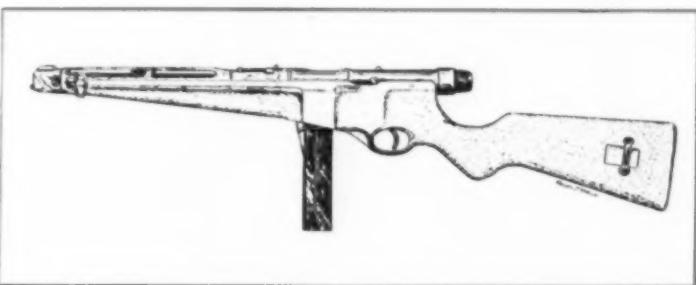
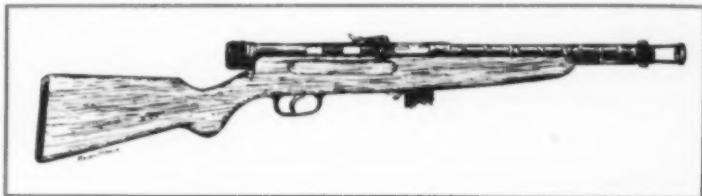
(Top) The "Halcon" Model 1943 sub-machine gun or machine-pistol is an arm of striking design. It is 33" over-all, weighs about 10½ pounds without magazine. Loaded magazines of 17 and 30 rounds capacity add respectively about 1.2 and 2.1 pounds.

The barrel is about 9½" long, with compensator, 11½". Caliber .45, rifled six lands, one turn in 15". Muzzle velocity is about 950 f/s, penetration in pine at 25 meters about 4½".

Deliverable rate of fire, semi-automatic, is 100 RPM. Cyclic rate of fire, full-auto, is 700 RPM, but changing the magazines cuts this to a deliverable rate of 350 RPM.

(Lower) The "Halcon" "Aeronautica" model, apparently an airborne version of the original 1943, has a folding stock. The design of the compensator is slightly different and the barrel is shorter.

**The Uruguayan .45 submachine Gun**—About 1946 this arm was placed in production in Uruguay whose arms industry also produces sporting arms and automatic pistols. The arm is caliber .45 and may be fitted with 30-50 round magazines. In spite of a superficial resemblance to the original Beretta 38, the arm is an individual design.



**The "La Criolla" Semi-automatic Carbine**—This arm is strictly semi-automatic, should perhaps be excluded from an article on submachine guns, but since it was used by some units of the Argentine army and police it is included as matter of interest.

The arm is chambered for the 9-mm. Parabellum cartridge, rifled six lands, one turn in 10". Barrel length about 12½". Muzzle velocity is about 147 f/s. The arm is 31" overall, weighs (without magazine) seven pounds. The 50-round magazine, loaded, adds another 2.2 pounds. The arm is sighted from 100 to 500 meters.

The effectiveness of any individual shot from this arm is, of course, less than that of a full-powered military rifle, but the combination of a reputed deliverable rate of semi-auto fire of about 50 rounds in ten seconds with a penetration in pine of seven to eight inches at 55 yards indicates that the arm has its uses!

Perhaps the most interesting feature of this arm is that the complete stock and handguard are made of an aluminum alloy. The arm is normally equipped with sling and may be fitted with a bayonet.



END

# ROOKIE RAM



**H**Igh in the Los Angeles Coliseum, press typewriters tapped out the story taking place on the field below. When the game ended, the Rams, defending champions of the world's play-for-play football business, were on the short end of the score for the fifth straight time. They were edged, 17-14, by the Detroit Lions.

While the wires carried the details of the game across the country early last October, local sports writers centered their interest on the rekindled fighting spirit of the Rams and Volney Ralph Quinlan, Jr.

As the teams trudged across the turf toward their locker, Rams' Coach Hampton Pool patted Quinlan gratefully on the back, adding his praise to that of 42,000 onlookers.

For the evening's work, Skeet Quinlan posted a collective 186 yards gained, snagged three passes—one of them for a touchdown, sparked the Rams' second teeoff drive by shaking loose for 16 yards on the first play of the march and returned a kickoff 56 yards. Rushing from scrimmage, he netted better than six yards per haul.

In the third quarter Quinlan gathered a kickoff four yards behind his own goal line and swiveled his way through the field. At the mid-stripe Doak Walker, the all-American from Southern Methodist U., overtook him.

The Texas Chamber of Commerce will be adding Quinlan to its long list of assets. He was born in San Angelo on June 22, 1928. The family moved soon afterward to Grand Prairie, a little town midway between Dallas and Fort Worth.

In high school he won letters in baseball, basketball and track, but

by SSgt. Robert A. Suhosky

Leatherneck Staff Writer

football, then as now, was his forte. He ran tailback in both single and double wing formations at Grand Prairie and his contributions to the sports pages of the local newspapers were written in the same glowing terms tendered by reporters today.

Grand Prairie's grid squads did well. If you ask Quinlan, he'll tell you in all honesty that it was because there were 10 good men on the team. This practice of giving teammates credit for every game he plays is sincere.

Fresh ball at Texas Christian University followed high school graduation. After one season there, the draft beckoned but Skeet couldn't see it.

"Ever since I can remember, I

wanted to be a staff sergeant in the Marine Corps," he recalls.

Skeet enlisted at Eldorado, Arkansas, in the summer of 1946. Asked why he went across the Texas state line, he explains that it was the *United States* Marines he wanted to join. At the time he was working at a summer job as a traveling salesman and just stepped in one Saturday morning to check on some information. He walked out signed, sworn and ready for delivery.

"That recruiting sergeant was a fast talker," is his only comment. Boot training was at San Diego. After boot he became a drill instructor.

Then began the four years of grid-

iron glory which marked Quinlan as one of the greatest football players in modern Marine annals.

In 1947, his first season with the recruit depot, Skeet ran from quarterback. His total of 131 points scored—71 more than his nearest competitor—made him the sensation of the West Coast. Troubled with knee injuries early in the season, he missed one game and saw little action in another. These were the only contests San Diego dropped all year; both were lost by one point margins. Skeet has a good toe, too; he booted 23 extra points that year in addition to his 18 touchdowns. All-Marine honors were forthcoming as Quinlan was voted number one back on *Leatherneck's* annual eleven. It was the first of the four consecutive years that he was chosen on this team—a pinnacle no other back has reached.

Word of Quinlan's pigskin prowess spread and for the next three years, fans filled Balboa Stadium in San Diego in numbers that haven't been equalled.

In the All-Navy championship game in Norfolk in 1948 the name of Quinlan first received nation-wide mention via a Bill Stern sportscast. San Diego bowed to Quantico, 21-0, but the packed house did plenty of cheering for Quinlan. He toted the ball 21 times, gained 105 yards, flipped five aerials and hit on three of them for 74 yards.

Against the Lions, he treated the crowd to the most spectacular play of the young pro season. With Los Angeles trailing, 17-7, in the third quar-

ter, Skeet scooted under a 40-yard heave from Norm Van Brocklin, took the ball over his shoulder at the Detroit 40 and played cat and mouse with two defenders enroute to the double line. It was the longest score of the night and put the rallying Rams back in the game.

Quinlan belongs to that group of vanishing gridders known as "60-minute men." Although he's harder to stop than a Kansas twister when luging the ball, opponents rated him just as devastating on defense. When the Marines downed San Diego State College two years ago, the Aztecs laid their defeat to Skeet's great defensive skill.

Paper-wise, in 1949, Skeet surpassed his 7.6 yards per carry of the previous year and upped the figure to an unbelievable 10.4 yards each time he ran the ball in '50. He led the MCRD team in rushing, scoring and pass receiving.

In Skeet's opinion, the roughest game he played during his four-year tenure with the depot was against Des-Pac in 1948. The Marines had dropped a 21-19 struggle the previous year; this one was a grudge—with the 11th Naval District championship at stake. Skeet broke loose on his longest jaunt of the schedule, 72 yards and six points, as the Marines wrested the title 21-9.

In a less important contest that year, Skeet pulled a miscue which still gives him a chuckle. MCRD was comfortably leading when he piled into the line, turned around and lit out the wrong way, almost giving the opposition two points before Bill Butler

caught up with him and rectified the situation.

Away from the gridiron, Skeet is an easy-going lad with a soft Texas drawl, occasionally puffs on a pipe and spends most of his free time reading Western thrillers of the pocket variety.

Skeet's reputation preceded him to the Rams. When he arrived, they promptly and good-naturedly dubbed him the "Gyrene Kid." Joe Stydahar, the Rams' former coach, wanted Quinlan on his club two years ago. Present coach Hamp Pool has happily realized Stydahar's hope. Skeet quit San Diego State College after helping State whip the Marines last year and was picked up in the NFL draft by the Rams. He started out on defense, graduated to punt returns and, following his heroics in the Detroit tilt, fastened down starting position at left half-back on the offense.

"Those four years of Marine play meant everything in the world to me," Skeet claims. MCRD coaches Don Gibson and "Bull" Trometter fashioned Skeet into a smooth machine when he was in the Corps, and are entitled to the credit with which Quinlan continually lauds them.

"When they say you're a rookie in your first year of pro ball, it's the truth," Skeet said. "In a sense service ball was rougher, but I never had it so hard. It's like learning the game all over. There are eleven experts on each team and these boys know their business."

Skeet knows his business, too. He's in illustrious company at present, but he's still ahead of the game. **END**



Skeet relaxes with a good pipe and the local comics after hard practice. Marine emblem is tattooed on his left arm.



Ram's Head Coach, Hammon Pool, talks over practice strategy with pro football's Skeet.

# The Lamp



# ghter

by James Guilford

Illustrated by

Sgt. Charles Beveridge  
Leatherneck Staff Artist

**I**T WASN'T EXACTLY the sort of tree the men would have had in their Stateside living rooms, but a Christmas tree has a way of playing its role proudly, warmly, no matter how much improvisation has gone into its decoration.

This one stood between two bunkers and looked like a catch-all for empty ration cans, cigarette wrappers and a festoon of white gauze.

But it looked like a Christmas tree.

Now, as the men surveyed their job of exterior decoration, they awaited a verdict.

"The man said no."

"Only one little light—on top . . ."

"No."

"Sure is a pretty tree, but it ain't no good without no lights—or just one little one on the top . . ."

"Look, you guys, I have been to see the old man and the old man has said no. Maybe he's got his own reasons and maybe they're good ones. From what I hear, he's expecting a VIP tonight and he don't want no gooks spoiling the party because they got a cute little light on a Christmas tree to throw artillery at . . ."

"This is a funny war. Who's coming tonight?"

"How should I know? Anyhow, he's some kind of a chief or a prince or something, somebody from some other country . . ."

"Like I said, it's a funny war. All kinds of countries fighting on top of a little country . . . like an international convention. Register with the UN; bring your own guns . . ."

"Anyhow, I'm gonna put a candle up on top—even if it don't never get lit . . ."

TURN PAGE

## THE LAMPLIGHTER (cont.)

"Where the hell'd you get that?"  
"Saved it from the birthday cake we had last month."

"I told you the old man said no . . . an' if . . ."

"Awright, awright, I ain't gonna light it, see . . . I'm just gonna put it on top. I don't like no Christmas trees without no candles . . . even if they ain't lit . . ."

"It's snowing again . . ."

"It snowed last night . . ."

"Shut up!"

"I just said it snowed last night . . ."

"All right, so it snowed last night. Only it snowed too damn much. We ain't never gonna see those three guys again . . ."

"How'd you figure they got lost?"

"Too much snow . . ."

"An' now it's snowin' again . . ."

"Shut up!"

"What's the matter? Ain't you got no Christmas spirit?"

"Sure, I got Christmas spirit, but I can't help thinkin' about those guys . . ."

"They'll make it back."

"It's gettin' dark . . ."

"And it's snowing again . . ."

"Wonder who's comin' to see the old man . . ."

THREE pairs of newly issued thermos boots swished through the loose snow. Three huddled figures plodded almost indifferently, parting the falling flakes in their uncertain course. Three voices took turns in hoarse muttering . . .

"Which way now?"

"Maybe we should split up and go in three different directions—then only one of us would get to Manchuria . . ."

"Wonder how come we ain't run into any gooks."

"Maybe they're too busy celebrating Christmas Eve."

"They got a Christmas of their own—an' it ain't today . . ."

"It's gettin' darker . . . What are you laughing at?"

"I was just thinking; tonight's Christmas Eve and we're kinda like the three wise men, only this snow ain't sand, an' we ain't got no camels . . ."

"An we ain't got no presents for no Christ child, neither. All we got is a couple of grenades for our Red brethren . . ."

"Peace on earth . . ."

"Only trouble with grenades is that it's so hard to throw them over Panmunjom . . ."

"Wonder if Willie found his tree . . ."

"Tree?"

"Sure, he was looking for a Christmas tree to decorate, like back in Brooklyn . . ."

"What's he gonna hang on it?"  
"Strings of machine gun popcorn, I guess . . ."

"Anyhow, it's Christmas . . ."

"Yeah . . . funny how that seems to make you feel better. Like you ain't got no troubles at all. Like maybe you ain't lost in a Godforsaken terrain like this. An' like maybe it ain't bitter cold an' ain't snowin' harder an' harder all the time . . ."

"And like maybe if we're goin' in the right direction we'll get hot chow, an' see Willie's Christmas tree . . ."

"Wonder whether the rest of the patrol made it back."

"Maybe they're lost, too . . ."

"Seems like we walked a hundred miles since yesterday . . . why don't we dig in?"

"Not until we got to . . . We keep goin' until . . ."

"Look! Over there . . ."

"Damn if it ain't a light!"

"Yeah, but whose?"

"We're gonna find out! Come on men . . ."

BETWEEN the bunkers an irate master sergeant glared down on an apologetic Pfc. Behind the private stood a few of the boys, interested but noncommittal. A faint light from above seemed to flicker with fickle merriment from beard to beard.

"All right, wise guy, explain this one."

"But, top . . ."

"The candle, Willie, the candle. Didn't I tell you not to light the damn thing?"

"Sure, top, but . . . well, I didn't light it."

"Then who the hell did?"

"I don't know who he was . . ."

"The old man would love this; blow it out before he sees it!"

"He might not like that . . ."

"What are you talking about . . .? Too late, now . . . here he comes."

"But I tell you, top . . ."

"Sergeant, didn't I make myself clear to you about my dim views on bright flames?"

"Yes, sir, but this . . . this . . . Private Willie, here, didn't seem to understand . . . Maybe he thinks we ought to have some incoming mail tonight—Commie Christmas cards . . ."

"But, sir, I didn't light the candle . . ."

"I don't care who lit it. Put it out!"

"Yes, sir, but it was your visitor who lit it."

"What?"

"I think he was your visitor, sir. He said, 'I'm just passing through, may I light the candle?' I didn't want to say no . . ."

"Yes, yes, of course. What did he look like?"

"I'm sorry, sir, but I don't seem to

remember . . . it was dark . . ."

"Where did he go?"

"I don't know, sir."

"Very well, but for the present put out the candle."

"Yes, sir . . ."

"Well, blow it out!"

"I'm . . . trying . . . sir . . ."

"Sergeant, take over."

"Yes, sir."

"Well, damnit all, blow it out!"

"It won't . . . go out . . . sir."

"Well, snuff it out . . ."

"That doesn't seem to work either, sir . . ."

"Sergeant, I'm losing my temper . . . Pour water on it . . ."

"Water, sir?"

"From a canteen, you eightball. Get a canteen . . ."

"Get a canteen . . ."

"Get a canteen . . ."

"I'll be . . ."

THREE hooded parkas dropped to the snow.

Voices.

Not too far away.

Undistinguishable, but a fifty-fifty chance.

Silently, swiftly the figures covered the creeping distance to the perimeter.

"Take it easy, it could be goodland . . ."

"Not on your life; I know where we are now. That light is a candle on Willie's Christmas tree . . . Look, there's Willie . . . and the old man . . ."

DOWN the hill voices merged in a cheerful homecoming. Conversation by the tree stopped momentarily.

"Look, sir, the rest of the patrol . . . down there. They've made it back!"

"An' look, the candle's gone out—but there's no wind!"

AN hour later Willie was telling it to the chaplain. Willie's perplexed audience frowned, but listened patiently.

"Sure, Chaplain, I know it sounds kinda crazy, but I'm not lyin'; I didn't light the candle. I'll tell you again: I'm standin' there admiring my Christmas tree and up comes this guy and he says can he light the candle, and I say sure go ahead. At first I thought he was visiting the old man but the old man's guest never did show . . . If I could only remember what the guy looked like . . . But I do remember that he said that there wasn't gonna be no artillery tonight . . . I'm just passin' through," he said . . .

END



# GYRENE GYNGLES



## THE BATTLE'S AFTERMATH

The flame of battle, shooting forth  
its tongues of storm  
Has dwindled in the night to  
embers dying in the breaking dawn;  
The roaring guns with bursting  
shot and splattering shell  
Stand silent in the haze,  
stunned witnesses to the ghastly knell;  
The men of battle, faces void  
of fear, of hope, of soul's eternity  
Walk silent like Martian  
robots attending death's mortality;  
The dead, man's sacrifice  
to hate, to greed, to war.  
Wait patiently row on row  
so they can cross the bar.

Lt. Col. E. H. Strayhorn

## "DEAR JOHN"

### 1st Letter

Dearest Sweetheart Johnny  
This is your sweet Bonnie,  
Waiting for you ever,  
Straying from you never,  
Sending forth my heart and all its love;  
I swear to thee by all the stars above.

### 2nd Letter

Dearest Johnny honey  
This is your sweet bunny;  
I long for you, my dear,  
So John, my dear, don't fear,  
Wishing that you could be with me right now;  
For you I'll wait, and dear, that is a vow.

### 3rd Letter

Dearest Johnny baby  
This is no "if or maybe";  
You're all I want in life,  
I long to be your wife:  
For you I'll wait until the cows come home,  
I'll wait while you are far across the foam.



### 4th Letter

Dear John, this will be short,  
I know you are a sport.  
The cows came home last night  
So this is all I'll write.  
Please, old friend, wish me a lot of luck.  
For now I'm wed to your old buddy "Chuck."

By T Sgt. Joe Sage

## MR. YOU OR MR. ME

What is America? I asked myself,  
Is it happiness, contentment, success and wealth,  
With a touch of hardship, dirt and grime  
Mixed together with work and time—  
Until that mixture from what I see  
Is Mr. You or Mr. Me?

America is a sweetheart, modest and dear—  
It's high school and college or a cheer  
leader's cheer.  
It's a bright "Hello" or a sad "Goodby"—  
The desire to work and the will to try.  
It's all these things and much more too  
That go into making the Red, White and Blue.

America is football, baseball and track,  
Or just a little afternoon snack.  
It's a drive in the country, a walk into town,  
Or just seeing a policeman making his round.  
It's a chocolate sundae or a picture show  
That form the pattern of this land we know.

It's Mom and Dad—Sister, too,  
And little brother or "me and you."  
It's Brooklyn and Jersey or the Dodgers and  
Phils.  
Or a beautiful river with valleys and hills.  
But it takes these things and the heaven above

To make our America the land we love.

It's barefoot boys who skip school for fishing  
And pig-tailed girls who tag along wishing.  
It's the old and the young, the brave and the true.  
But mostly America is made up of you.  
It's what you believe and what you can see  
That count in this land of Democracy.

The names of Washington, Lincoln and Jones,  
The Tom Smiths, Dick Phillips and Harry  
Malones

Are the parts of America we see every day  
As we walk along its crowded highway.  
Yes, all these things we daily see  
Until they are a part of you and me.

America is brown, yellow and white,  
With a touch of red—it's quite a sight—  
For we are a mixture from many lands  
Who believe in Liberty and Freedom's stands:  
And we back up this faith by blood and tears  
Shed by the Patriots throughout the years.

It's Soldiers, Sailors, Pilots, Marines  
Who make up our nation's fighting machines.  
It's "Blood and Guts" when the time demands.  
For Freedom's cause we take our stands.  
It's all America, just one large show  
Of things we do and things we know.

It's our faith in God to do His will—  
Our belief that we have His protection still  
That makes America strong and free:  
It's a wonderful place for you and me.  
And though many places our feet will roam  
May they safely return us to our home—  
America!

Pfc Leo Weddle, Jr.

END



Elroy Hirsch, End  
Los Angeles Rams

# SPORT SHORTS

**T**HREE EX-MARINES and a Marine Reserve are tearing up the turf on professional and college gridirons across the country this year in quest of the nation's top football honors.

Leading the list of today's stars who once carried the pigskin for the Corps is Elroy "Crazy Legs" Hirsch. Elroy first made a name for himself as a sensational halfback at Wisconsin. In 1945, he led a great El Toro eleven to

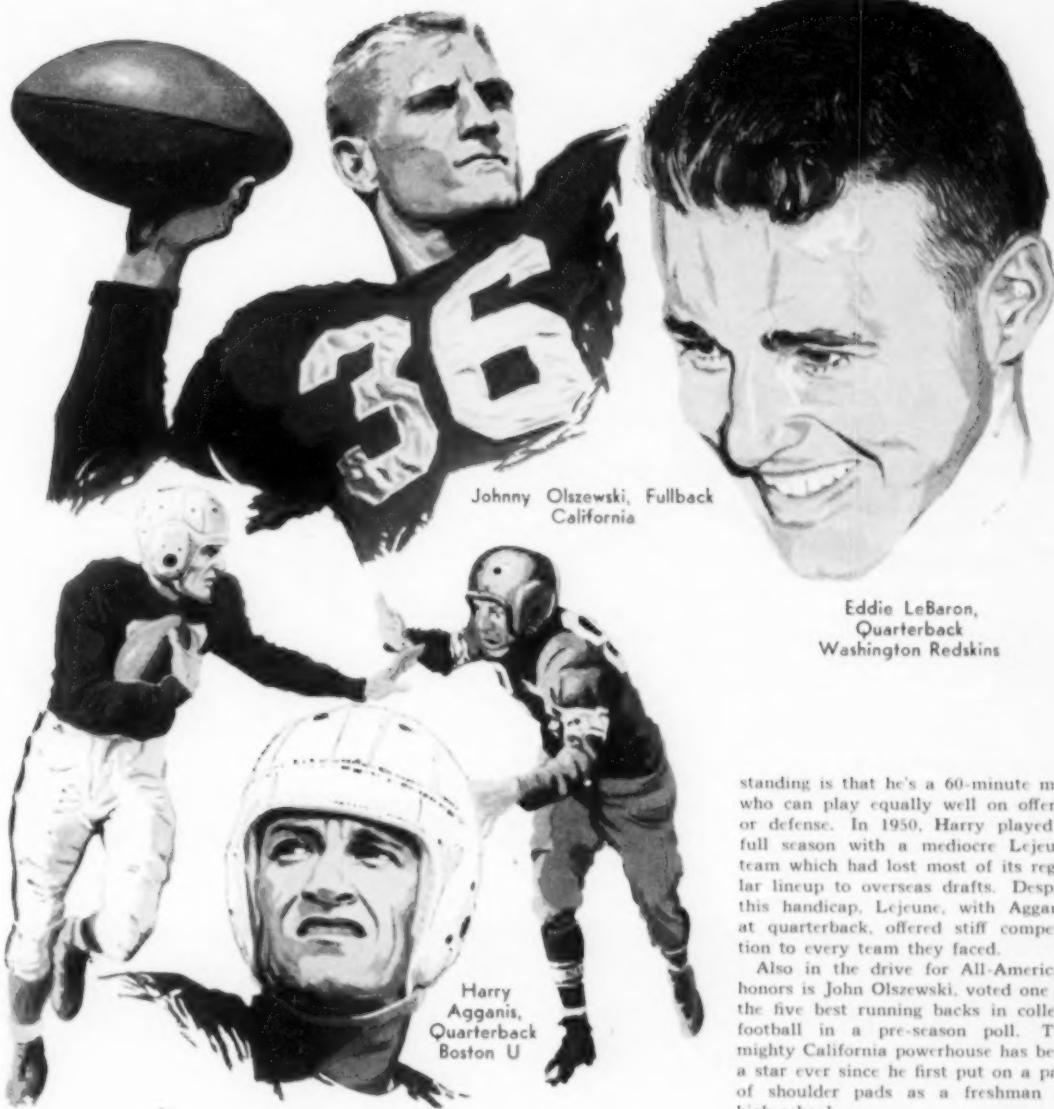
fame. After his discharge, Hirsch spent three years with the ill-fated Chicago Rockets before finding his way to Los Angeles and the Rams. When he started with the Rams, he was just another pro halfback whose football future didn't look too bright. Hirsch had plenty of speed and good deception in the open, but he had trouble getting started from scrimmage.

In 1951, coach Joe Stydahar spotted Elroy's pass receiving ability and

Illustrated by  
Corp. Robert Southee  
Leatherneck Staff Artist

promptly placed him at an end position. "Crazy Legs" has since become known as the finest pass receiving end now operating in pro football. In the '51 season he gained an unbelievable 1495 yards on 66 completed passes. He broke the previous record of 1211 held by the Green Bay Packers' all-time great, Don Hutson and equalled Hutson's record of 17 touchdowns in a season. This year the 6'2", 190-pounder is 28 years old. That's fairly ancient as pro players go, but the Rams are hoping that his age and an early season injury won't keep the ex-Marine from gaining even greater fame.

Another former Marine who's carving his name in capital letters in the



Johnny Olszewski, Fullback  
California

Eddie LeBaron,  
Quarterback  
Washington Redskins

Harry  
Agganis,  
Quarterback  
Boston U

pro ranks is the "Little Magician," Eddie LeBaron. With his deceptive ball handling for College of the Pacific, LeBaron won the quarterback berth on the Little All-American team of 1949.

The next two years saw Eddie in the Marine Corps, first as a quarterback on the Quantico team that rolled up 11 straight victories, and then as a platoon leader in Korea.

Back in civilian life, Eddie is being groomed by the Washington Redskins to take the place of "Slingin'" Sammy Baugh. Baugh, at 38, is ready to join the Redskin's coaching staff as soon

as LeBaron gets enough experience to take over the signal calling role permanently. Sports writers are predicting that, with a little more polish, Eddie's faking, passing and punting will make him top quarterback in the pro ranks.

On the collegiate gridiron, one of the top contenders for All-American quarterback is ex-Marine Harry Agganis, of Boston University. The tall, lanky left-hander has been called the "answer to a coach's dream." He can run, pass and punt as well, if not better, than any collegiate in the business. But the fact which makes him out-

standing is that he's a 60-minute man who can play equally well on offense or defense. In 1950, Harry played a full season with a mediocre Lejeune team which had lost most of its regular lineup to overseas drafts. Despite this handicap, Lejeune, with Agganis at quarterback, offered stiff competition to every team they faced.

Also in the drive for All-American honors is John Olszewski, voted one of the five best running backs in college football in a pre-season poll. The mighty California powerhouse has been a star ever since he first put on a pair of shoulder pads as a freshman in high school.

As a fullback for Saint Anthony's High in Long Beach, Johnny was named California's player of the year in 1948. As a sophomore at the University of California, he carried the ball 167 times for 1008 yards and a 6.07 average. Last year Olszewski raised his average to 7.3 yards per carry in 89 trips over the scrimmage line. His only fault is that he'd rather run over tacklers than go around them. Olszewski has yet to play in Marine colors but, since he's a Reserve in the PLC program, he may be wearing the Corps' scarlet and gold in another year or two.



by Leonard Riblett

**E**XCEPT for beautiful women, perhaps the most talked about items in America today are sports cars.

They've many things in common, too, including gorgeous bodies and comfortable upholstering and distinctive colors. Don't overlook the expense involved, either.

The sports car has gained tremendous popularity in this country since the end of World War II. Detroit,

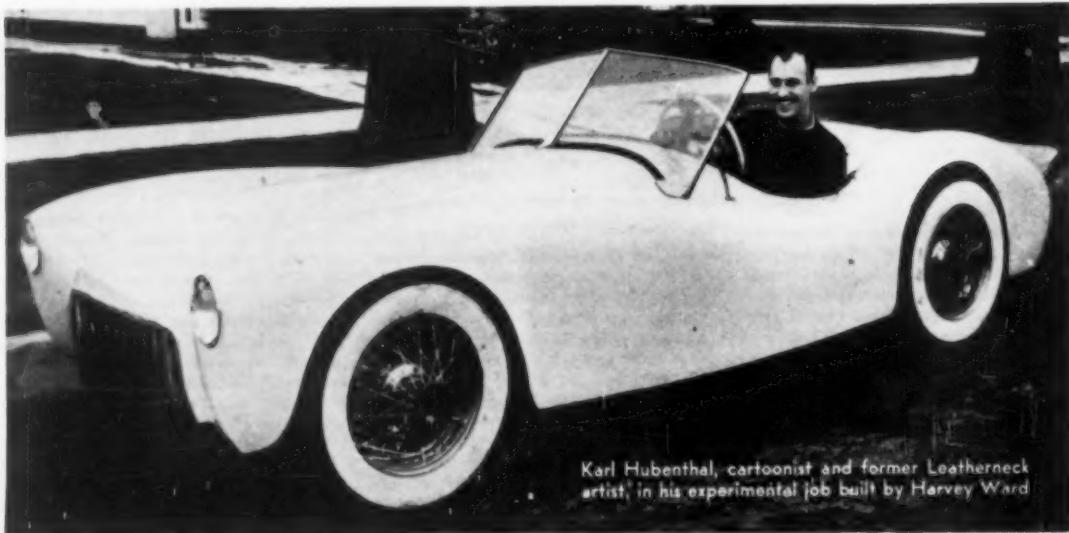
where imagination seems to have been kept in a locked closet like an idiot child, is getting ready to cash in on a potentially lucrative market.

They won't be producing true sports cars, though—far from it.

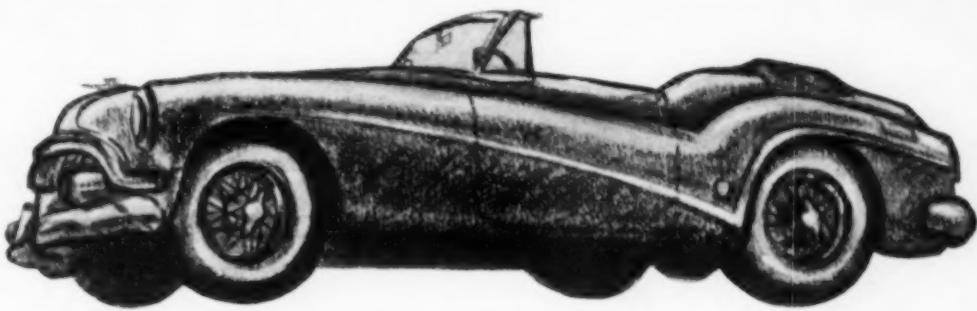
Buick, for instance, is coming out with the "Skylark," a show-piece convertible with wire wheels and slight changes in body styling.

But the "Skylark" will be a beautiful automobile, with down-swept doors.

# HIGH SPEED - HIGH COST



Karl Hubenthal, cartoonist and former Leatherneck artist, in his experimental job built by Harvey Ward



The Buick Skylark

cutaway fenders showing chromed Italian wire racing wheels, and a red cowhide upholstering in lining contrast to its glistening white paint job. However it just isn't a sports car.

What is a sports car?

Basically, says *Auto Magazine*, a sports car is a car designed primarily for road racing, yet one that is capable of daily driving under normal traffic conditions. It must be rugged, have good roadability and high performance, yet be light to the touch. Body type has nothing to do with its classification. It's the chassis that counts.

The American imagination and pocket-book have been invaded and carried away—especially the pocket-book—by such cars as the Jaguar, MG, Allard and the Ferrari.

Take the Ferrari as a good example. Incidentally, to get one you probably will have to take it, because they start selling at \$10,000, according to the model, and the model most people want is the convertible, price tag for which is \$15,000—and up.

The Ferrari is one of the world's most expensive cars, and it is believed by many to be the best in the world.

For four years the Ferrari ruled its class, taking every major race in Europe with almost ridiculous ease, and at fabulous speeds.

But, who has the necessary \$10,000 or more?

Or the money necessary to maintain such a precision built beauty?

American builders, while far overshadowed by those of Europe at the moment, are far from idle.

American sports cars once were supreme, with the Duesenberg, of golden memories, the finest. But even in those days, before the income tax, the price was almost prohibitive, a Mercedes chassis costing \$10,000. After that you bought the body.

Not all of today's sports cars are beyond reach, however, and there are some in the making that will cut even these low prices.

Artist Karl Hubenthal, formerly of *Leatherneck*, who was the only Marine ever to break his neck and return to active duty, and who now is the outstanding sports cartoonist in the country, has built one of these.

Ex-corporal Hubenthal is a happy soul despite his upsetting experiences. He has fully recovered from the shock of seeing sailors discharged because of flat feet while he, his neck in a leather and steel traction harness, was told he was going back to active duty. Which he did, too, ten weeks later.

Hubenthal's dream boat, which he disgraces by wearing an eyeball-splitting plaid cap topped by a red fuzz ball, was built by Harvey Ward, of Ward Automotive, in Arcadia, California. Ward, who has been building cars since 1915, has had three winners at Indianapolis, the last one being driven by Kelly Petillo in 1935.

Hubenthal's sports car features a plastic body, manufactured from Vibrin polyester resins and glass fibers by the Glasspar Company of Costa Mesa, California, only a few miles away from the Marine Air Base at El Toro.

This plastic body, which is molded

in one piece and weighs but 200 pounds, has a lot of selling points.

Despite its thickness—only one fifth of an inch—it will take a terrific beating. You can't dent it, because, after the usual fender-crumping impact, this body will merely snap back into place. It was deliberately driven into a tree at 25 miles per hour and the only damage was a 14-inch crack at the point of impact. The crack was repaired within an hour.

Because of its lighter weight, Hubenthal's car, which has a Mercury motor, will get better mileage and longer tire life, too.

Of course, the stock motor has been souped up, with dual carburetion, Evans manifold, dual exhaust system and a 3-54 rear end. Compression ratio is 9 to 1. It has a Ford gear box, but Zephyr gears are used.

Performance?

This car, which is built on a tubular steel frame, and glides along on 15-inch wheels, will reach about 110 mph. In second gear, if you are a driver who likes to wind and whine into high, it will do 90 miles per hour. Road clearance, incidentally, is six inches.

This specially built job will not perform like a Ferrari, but on the other hand you can have five or six of them for what one Ferrari costs.

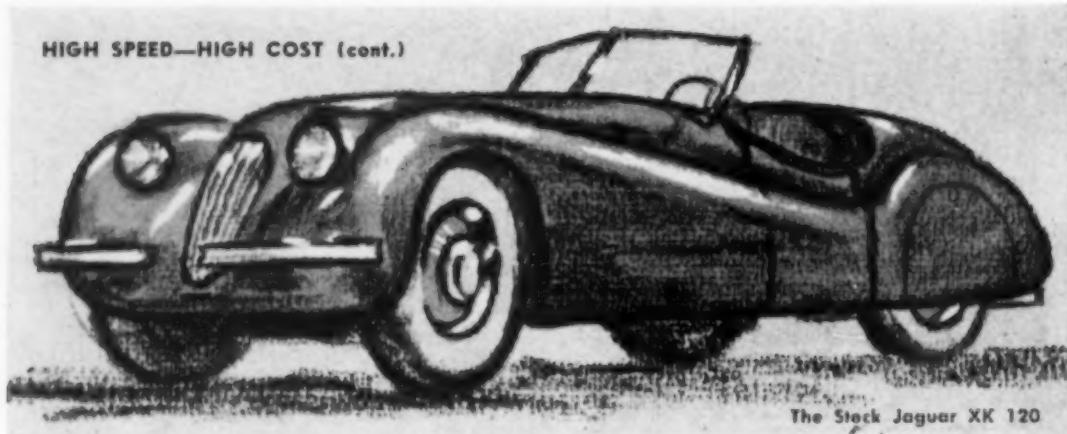
Ward says, however, that the car, with proper motor and equipment, could, because of its light weight, be made to do 200 miles per hour.

Hubenthal's car cost just under \$2500, and his is an experimental job to see at what price they can be made.

TURN PAGE

In these race-type cars, capable of boulevard cruising, it's the chassis that counts: body design doesn't make them sports cars

HIGH SPEED—HIGH COST (cont.)



The Stock Jaguar XK 120

for general manufacture. You probably can order one like it for \$3000, when Ward is open for business.

Should you want to build your own, the body sells for \$695, f.o.b. factory, plus a Federal excise tax of \$65. A beautiful detachable hard top will be available soon for about \$200.

Chassis for the body, which comes with mounting brackets, firewall and instrument mounting brackets, windshield frames, grill, door with hinge and latch, must be modified to a 99" to 102" wheel base. The manufacturers suggest moving the motor aft approximately 21" and lowering it which gives the car a much lower center of gravity and puts the motor between the frame where it belongs. This removes excess weight from the front axle, increasing ease of steering.

The completed car is 66½" wide and 37" high at top body point. For comparison, the Hudson Hornet stands 60" high.

There is no such thing as rust on this plastic body. The worst weather won't harm it. It holds paint well and comes with one coat of prime. Hubenthal's is an eye-catching chartreuse, and the gleam of the car is exceeded only by the gleam in his eye as he rolls, sedately, down Wilshire boulevard.

This dream on wheels has one tremendous advantage over those of foreign make. It is made of standard American parts, which will keep repair prices low. Another thing, the body can be removed in 20 minutes, and off you drive in the chassis.

Foreign cars sometimes sit in a garage for two months while awaiting arrival of one part from a factory overseas. They used to come with a full set of parts, but when the demand became so great these spare parts were made up into finished cars. And what a beating the owners are taking on repair bills, now. On the other hand,

who can feel sorry for a driver who had, say, \$10,000 with which to buy the car in the first place?

There are a score of sports cars on the market today.

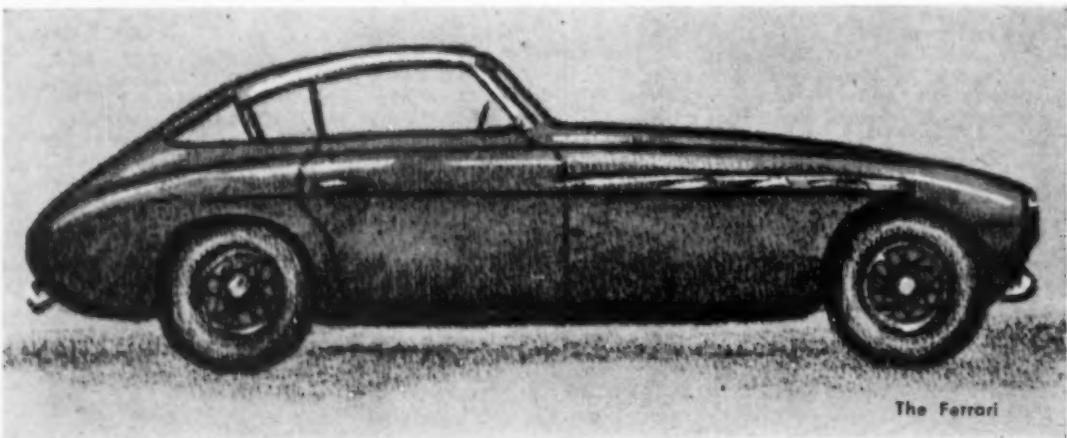
Prices, like speeds, run high.

Here are a few of the outstanding makes, together with performance records, specifications and how many of Uncle Sam's bucks they require.

The Allard, brain child of Sidney H. Allard, started as a stock Ford chassis in 1936. Ten years later it became Allard Motors Ltd., of 24-28 High Street, Clapham, London SW 4, England.

It is powered with American-built Cadillac and Chrysler motors, has Rochester dual downdraft carburetion. Wheel base is 100 inches, with an overall length of 148 inches. The Allard has a ground clearance of approximately 6½ inches.

With a stock Cadillac engine, the Allard has a maximum speed of 130



The Ferrari



The British MG

mph. Through gears it will reach 50 mph in five and one half seconds.

The Allard J-2 competition model weighs 1800 pounds and sells for a little better than two dollars for every pound. Price: \$3995, f.o.b. New York.

There's an American car with sensational performances that in time may prove to be tops of them all. This is the Cunningham, product of Briggs Cunningham, of Palm Beach, Florida.

The Cunningham has a wheel base of 105 inches, overall length of 171 inches, stands 39 inches high, with seven-inch ground clearance.

It is powered with a Chrysler V-8 engine and will reach 60 mph in a shade over six seconds. It has been clocked at 150 miles per hour.

The Cunningham, first four of which cost nearly \$100,000 each, can be purchased, now, for about \$8500. There is a big backlog of orders, if you need a little time to amass that much cash.

The Jaguar is probably the best

known sports car in the world today.

The Jag XK 120, a two seater, will be rolling 100 miles per hour, from a standing start, in 26.4 seconds. It has a 102-inch wheel base, overall length of 174 inches. Top speed for this model is a mile or two over 120. Price, about \$4000. That Jag also comes in a sedan, and there is a "Golden Arrow" convertible, carrying five passengers, if the two-seater racer is not your type.

The Jaguar XK 120 C has reached 150 miles per hour, but its fantastic pickup has the fans beside themselves.

The Ferrari we mentioned needs a little more detailing. It has a wheel base, in the 166 Mille Miglia, of 103.3 inches, overall length of 145.2 inches and a ground clearance of six inches. Enzo Ferrari, who makes these cars in Modena, Italy, will provide custom bodies, for a price.

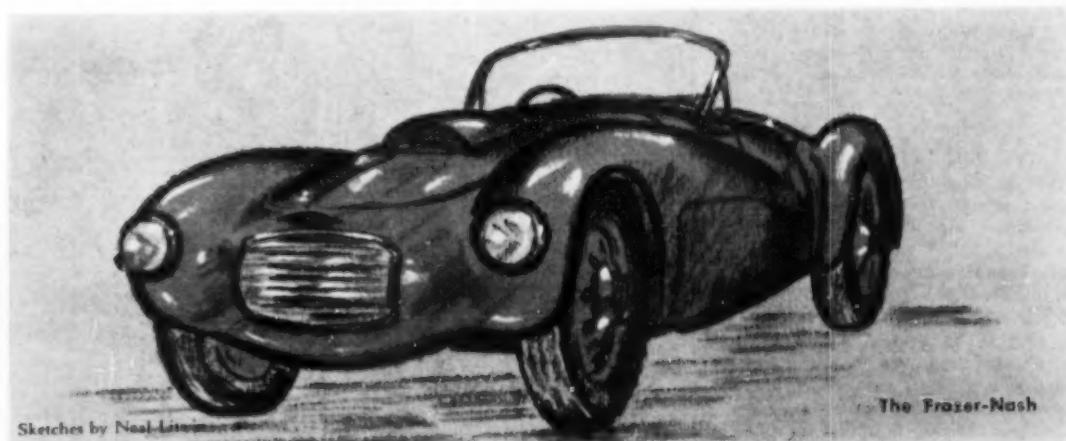
Another Italian make that is among the best is the Cistalia, the "Cissy" with a \$7000 price tag.

Detroit designers have been influenced greatly by the Cistalia's lines. Features include finned rear fenders, fenders that are the whole side of a car instead of just fenders and one piece windshields.

Wheel base of the "Cissy" is 93.6 inches, overall length is 147.4 inches. Ground clearance? Glad you asked. Just five inches. It will pick up to 50 mph in 11½ seconds. Maximum speed on the Special Sports is 100 mph.

One of the better known British cars, and there are around 5000 of them throughout the United States, is the MG. It came out back in 1923, and there have been nearly two score models since. Wheel base is 94 inches, with an overall length of 145 inches. The MG clears the road by about six inches.

For speed, the standard MG isn't much, maybe a shade over 80 mph. But it will be up to 50 mph in less than 15 seconds. (continued on page 76)



The Frazer-Nash

Sketches by Neal-Lair

# THE OLD GUNNY SAYS . . .

"IT'S been noticeable around this lash-up lately that some of you men don't know how to wear the field clothing and equipment which is issued to you.

"Now that steel 'pot' you have sitting up on your head in such a silly manner is really a very useful item and can even be comfortable if worn properly. I slept in one for 25 nights one time and only lost some hair. The helmet liner has adjustable webbing, you will note, so that you can comfortably carry the weight of the helmet down on your head. Try adjusting the sweat band and the center loop until that liner fits your head well enough not to fall off when you bend over. You will find it can even be made to fit the characters with pointed heads.

"Put the steel shell on and adjust the chin strap so it fits slightly loose under the chin. Somebody got the idea once that the chin strap shouldn't be buckled when going down a cargo net or when under artillery fire. I've never seen a guy have his head jerked by a buckled helmet from falling in the water or concussion from close 'incoming'—but I have seen many helmets fall off onto the people below in landing craft, or roll off ten yards when some character hits the deck hard. Keep those chin straps buckled. That's why they are there.

"In hot weather let the air circulate up inside that helmet. In cold weather, some paper or socks inside the webbing will give you some insulation.

"When you wear the winter cotton cap OD, or the pile cap, under the helmet, loosen the headband and webbing so they fit over the cap."

\* \* \*

"Your field jacket, M-1943 or M-1950, is supposed to be worn as the outer protective clothing layer. It is windproof and water repellent. Last winter a lot of you people wore the pile lined field jacket as an outer garment. That is wrong. The pile jacket is not windproof or water repellent and is supposed to be worn only as a layer of insulation *under* the 1943 field jacket. And your sweaters are supposed to be worn under a field jacket. Read the directions printed in the field jackets

and learn how to adjust them for changes in your body temperature."

\* \* \*

"For a good neat blouse of the trousers, and a way to keep dirt out of boots and leggings, the trick in Korea has been to use rubber bands with the trouser cuffs tucked up under them. This holds the trousers better than tucking them inside the boots and is more comfortable."

\* \* \*

"When lacing your boots, pull the laces snug across the instep, then tie a square knot at the ankle and lace looser the rest of the way up. You will get more comfortable support on a hike and have better circulation in your legs."

\* \* \*

"In both hot and cold weather you can control your body heat if you wear

the pack suspenders to hold up the rifle belt. By using the suspenders you can unbuckle the belt and open your jacket when getting overheated. Then when you rest and cool off, button up again. The suspenders help carry the weight of BAR belts and rifle belts loaded with gear. Try carrying entrenching tools on the right side of your belt. Remember, you lie on your left side when firing from the prone position. There will be times when you need the entrenching tools but don't have your pack on. Also the aid kit on the front of the belt is easier to reach. Try this rig with an armored vest on. Experiment with the gear you wear until it is right to work in."

\* \* \*

"Have your combat pack free of the suspenders so you can slip out of it quickly. Sometimes you will have to strip down to your fighting gear only so you can move fast. Fold your poncho over the back of your belt and secure it with a light line."

\* \* \*

"Study your field clothing and combat gear, men. Learn how to wear it and care for it. It will be very important to you during some very critical periods in your careers when little things such as the fit of a helmet or a handy shovel may mean life or death."

END



# CASUALTIES

Marine Corps casualties, dead, missing and wounded released by Marine Corps Headquarters from September 5 to October 5, 1952

## DEAD

### ARIZONA

WRIGHT, S., Pfc, Higley

### CALIFORNIA

BROWN, J. R., Sgt, San Diego  
DIRUSCIO, E. A., Corp., Huntington Park  
FINN, J. E., Pfc, San Francisco  
HALLEY, F. W., Corp., Los Angeles  
KIMBEROUGH, J. R., Corp., Los Angeles  
LOCKHART, J. E., Pfc, San Francisco  
SORRENTINO, D. A., Corp., Los Angeles

### CONNECTICUT

CHASE, H. F., Pfc, Pawcatuck  
HUGHES, J. J., Sgt., New Haven  
MONACO, P. Jr., Corp., Glastonbury  
RAZ, J. A., Jr., Pfc, New Haven  
SMITH, H. W., Jr., Pfc, Putnam  
TOBIAS, A. R., Pfc, Bolton

### DISTRICT OF COLUMBIA

WHITE, S. M., Pfc.  
WROBEL, R. H., Corp.

### FLORIDA

SELVOG, M. A., Corp., Denedin

### GEORGIA

COLEY, G., Pfc, Athens  
HARRIS, F., Sgt., Appling  
REYNOLDS, V. L., Pfc, Fitzgerald  
WORTHY, S. B., Pfc, Brunswick

### IDAHO

BURKMAN, G. R., Pvt., Idaho Falls  
ELLARS, R. M., Pfc, Pocatello (Previously reported missing in action)

### ILLINOIS

BAILEY, H., Pfc, Duquoin  
MAHAN, V., Pfc, Belleville  
MORGAN, A. J., Jr., Pfc, Peoria  
REESER, D. W., Corp., Deer Creek  
REINS, H. E., SSGt., Sterling  
WOLF, K. F., Pfc, Chicago

### INDIANA

BUDDEMBERG, J. W., Pfc, Anderson  
FERRELL, K. M., Pfc, South Bend (Previously reported missing in action)  
NEWTON, J. E., Pfc, Washington  
RUSSELL, L. E., Pfc, Mt. Vernon

### IOWA

HOENES, J. T., SSGt., Keokuk  
JOHNSON, M., Pfc, Cherokee  
McKEEVER, M. M., Pfc, Morning Sun

### KANSAS

FISH, D. L., Pfc, Parsons

### KENTUCKY

BRANDENBURG, C., Pfc, Winchester  
HARPER, E., Pfc, Lynch  
MILLS, H., Pfc, Dewart  
PARRISH, C. W., Pfc, Cynthiana  
ROWE, E. E., Pfc, Hansford

### MARYLAND

BOYLE, J. J., Corp., Ferndale

### MASSACHUSETTS

BORSETI, J. P., Pfc, Malden  
CULLINANE, W. F., Corp., Cambridge  
GOODMAN, E. H., Pfc, Everett  
SOUCIE, F. P., Pfc, Cambridge

### MICHIGAN

ANDERSON, L. E., Pfc, Buchanan  
BUCHANAN, C. M., Pfc, Flint  
CARROLL, R. L., Pfc, Berkley  
LEMASTER, E. J., Pfc, Detroit  
MURPHY, F. P., HM2, Detroit  
ROGERS, B. J., Pfc, Escanaba

TURNER, J. H., Corp., Detroit  
WHITE, J. R., Pfc, Pontiac

### MISSISSIPPI

COOK, T. R., Pfc, Mendenhall

### MINNESOTA

HALVERSON, D. E., Pvt., Minneapolis

### MISSOURI

BETZ, R. J., Pfc, St. Louis  
DAWSON, R. D., Pfc, Maplewood  
GRIFFIN, R. L., Corp., Steele  
HILL, J. M., Pfc, Dexter  
MCCLASKEY, R. A., Pfc, Unionville  
SIEMANN, R. H., Corp., St. Louis  
STOLL, E. D., Pfc, Kansas City  
WILLMAN, R. C., Corp., St. Louis

### NEBRASKA

ALDRIDGE, R. L., Pfc, Lincoln  
KENNEL, J. R., Pfc, Strong  
MINER, D. D., Corp., Grand Island

### NEVADA

NEVERS, J., Jr., Pfc, Carson City

### NEW JERSEY

DOPAZO, J. J., Pfc, Newark  
FARRELL, C. G., Jr., Corp., Trenton  
HARNEY, C. F., SSGt., Jersey City

### NEW MEXICO

BIROSS, L. A., Pfc, Rutherford  
GONZALES, J., Sgt., Rosedale  
KING, M. R., Sgt., Farmington  
PRESTON, J. J., Sgt., Long Branch  
PHILLIPS, C. A., Pfc, Carlsbad  
SCHMITT, E. P., Corp., Deming  
SISNEROS, D. O., Corp., Bernallillo

### NEW YORK

BOROWSKI, E. J., Jr., Corp., Brooklyn  
BUCCI, R. A., Pfc, New York  
CREGG, F. E., Corp., Lockport  
CULLEN, J. Y., Pfc, Buffalo  
GUIDO, J. P., Corp., Kingston  
HEGARTY, J. J., III, Pfc, Cambria Heights  
JULIEN, J. M., Corp., New York  
KEPPLER, A. J., Corp., Buffalo  
LESTER, E. Pfc, Brooklyn  
NORTON, O. H. A., Adjt., Birchmont  
ROMAN, L. H., Pfc, Rosedale  
SILEO, L., Pvt., New York  
WATERMAN, A. J., Pfc, Jackson Heights  
WEISS, M., Corp., Springfield Gardens

### NORTH CAROLINA

BAKER, W. K., Pfc, Tarboro  
MEARS, C. V., Corp., High Point

### OHIO

BAILEY, D., Sgt., Amherst  
BARMAN, E. J., Pfc, Monroeville  
EIDAM, R. H., Pfc, Cleveland  
LAWRENCE, J. P., Corp., Cleveland

### OKLAHOMA

BLUBAUGH, D. L., Corp., Tonkawa  
UPMEYER, E. M., Corp., Okridge

### OREGON

PENNNSYLVANIA

BAUMGARD, E. W., Jr., Pfc, Malvern  
BERRY, E. W., Moi., Philadelphia  
BELLES, D. F., Corp., Shickshinny  
GRUNEBERG, R. L., Pfc, Sunbury  
LIFE, W. S., SSGt., Bethlehem  
PRENDERGAST, M. W., Pfc, Garrison

### RHODE ISLAND

CAMIRE, H. V., Pfc, Pawtucket

### SOUTH CAROLINA

ALLEN, F. M., Pfc, Pawtucket Mills  
BROOKS, R. G., Pfc, Union  
GARNETT, W. E., Pfc, New Berry  
NIX, C. F., Pfc, Yamosee  
SEALS, R., Pfc, Cheraw

### TEXAS

CHARLES, A. F., Pfc, Del Rio  
KILMER, J. E., HM, San Antonio  
KING, R., Pfc, Liberty Hill  
NEVES, T. J., Sgt., Boby  
WATSON, W. B., Corp., Houston

### UTAH

CORDOVA, J. B., Pfc, Ted Park

### WASHINGTON

DRAZET, L. D., Corp., Clarkston  
THORNTON, B. B., Pfc, Seattle  
TURNER, L. D., Sgt., Tacoma

### WEST VIRGINIA

CANTERBERRY, B. C., Pfc, Logan  
MOUNTS, F., Jr., Pfc, Matewan

### WISCONSIN

MANTEY, G. F., Corp., Milwaukee

### WYOMING

TAYLOR, E. J., Pfc, Laramie

### PUERTO RICO

BONILLA-ARCE, G., Corp., Ensenada  
LINARES-ORTIZ, J. M., Pfc, Sabana Grande  
SANCHEZ-VILLELAS, V. M., Pfc, Rio Piedras

### WOUNDED

#### ALABAMA

BALL, J. H., Pfc, Piedmont  
CORDELL, C., Sgt., Empire  
DUNN, H., Corp., Pisgah  
GILBERT, D. C., Pfc, Brilliant  
HARLESS, B., Pfc, New Hope  
HORN, C., Pfc, Birmingham  
MC LAUGHLIN, A. L., Pfc, Leeds  
MOON, C., Pfc, Sylacauga  
ROPER, J. S., Pvt., Clanton  
ROY, H. L., Pfc, Leeds  
TATUM, T., Pvt., Mobile  
TRENT, J. D., Pfc, Hartselle  
WILSON, E. D., TSgt., Thorsby

#### ARIZONA

ALLY, N. J., Jr., Pfc, Flagstaff  
DeWITT, J. A., Pfc, Phoenix  
JOHNSON, D. L., Pfc, Peoria  
ISCH, C. C., Jr., Pvt., Chandler  
KEAMS, E., Pfc, Indian Wells  
NELSON, V. T., Corp., Bisbee

#### ARKANSAS

BRANDON, F. D., TSgt., Ingalls  
CAVENET, F. E., Corp., Little Rock  
DANGERFIELD, R. E., Corp., Prescott  
GARNER, R. C., Pfc, Ashdown  
HAYES, J. M., Pfc, Waldo  
HENDERSON, S. J., SSGt., Hot Springs  
HICKS, B. E., Pfc, Manilla  
MCKINNEY, R. S., Pfc, Poplar Grove  
MEERS, A. J., Sgt., Gurdon  
MORRISON, J., Pfc, Ozarkano  
RAMBIN, T. G., Corp., Texarkana  
WILLIAMS, C. J., Pfc, Charleston  
YOUNG, W. G., Pfc, Pine Bluff

#### CALIFORNIA

ALLEN, J., Jr., Sgt., Barstow  
AMMANNITO, L. J., Corp., Upland  
BAILEY, G. E., Pfc, Oakland  
BRAKE, B. B., Pfc, Vallejo  
CADENA, R. D., Pfc, Pittsburg  
CHOY, H., Pfc, San Francisco  
CLARK, L. S., Sgt., Los Angeles  
CURRY, B. R., Jr., Corp., Santa Monica  
DOTSON, H. A., SSGt., Compton  
DUVILL, S. G., Pfc, Sacramento  
FREDERICK, D. W., Corp., Sacramento  
EVANS, J. P., Corp., San Bernardino  
FITZSIMMONS, R. F., 2dLt., San Clemente  
FRANKLIN, E. H., Corp., Atherton  
FUCA, R. L., Sgt., Los Angeles

CASUALTIES (cont.)

GABBARD, W. S., Pfc, Woodland  
GALBAN, J. M., Pfc, Gilroy  
GARIBAY, R. G., Pfc, Carpenteria  
GIRODO, J. I., HN, Fresno  
GORSKI, W. F., 2dlt., San Diego  
HANKE, R. N., Corp., Studio City  
HARRIS, G. D., SSgt., Hawthorne  
HELEY, G. R., Corp., San Clemente  
HESS, D., Corp., San Diego  
JENNINGS, C. L., Corp., Long Beach  
JOHNSON, J. A., Pfc, Seal Beach  
JONES, B. D., HM2, South Whittier  
KENMONTH, D. A., 2dlt., Glendale  
LANDIS, J. F., Ssgt., San Francisco  
MARQUEZ, H. C., Corp., Los Angeles  
MAYBERRY, J. P., Sgt., San Jose  
MCQUEEN, H. J., M3gt., Garibaldi  
MELTON, C., Pfc, French Camp  
METOYER, C. C., Pfc, Los Angeles  
MICHENER, D. L., Pfc, Sacramento  
MITCHELL, R. D., Sgt., San Diego  
MONTGOMERY, W. W., Jr., 2dlt., Slim  
MOURGOS, J. G., Pfc, San Francisco  
MYRICK, W. E., HN, Alhambra  
OLIVER, R. F., Corp., Chino Lake  
PALOS, T., Pfc, Roseville  
PARIS, D. A., Pfc, Santa Barbara  
BANSKY, Pfc, Oakland  
RIES, B. G., Pfc, San Francisco  
ROCHELEAU, A. A., 2dlt., North Oceanside  
ROLLINS, W. T., Pfc, Los Angeles  
RYAN, J. W., Sgt., Solana Beach  
SALAS, J. I., Jr., Corp., Bakersfield  
SIBLEY, S. W., 2dlt., La Jolla  
SKILES, D. H., HN, El Cerrito  
SMITH, V. C., Pfc, Cores  
STARRETT, J., Pfc, Hawthorne Beach  
ST CLAIR, L. J., Pfc, Paramount  
STEIN, L. P., Pfc, Los Angeles  
STOUPPE, G. F., Sgt., San Bernardino  
URQUIZED, R., Corp., Bakersfield  
WILLMAN, V. O., Corp., San Francisco  
WILSON, G. L., Pfc, Wood  
WINSTON, K. O., Ssgt., San Diego  
WOMACK, P., Corp., Long Beach

COLORADO

CONNECTICUT

DELAWARE

DISTRICT OF COLUMBIA

FLORIDA

GEORGIA

IDAHO

LANDERS, J. H., 2dlt., Nampa  
WELSH, D. R., Pvt., Boise

ILLINOIS

INDIANA

NEYHART, P. E., Corp., Gary  
SCHOONOVER, D. E., Pfc, Evansville  
THOMAS, P., Pfc, Indianapolis  
TREES, L. H., Pfc, Greenfield

IOWA

KANSAS

KENTUCKY

LOUISIANA

MAINE

#### MARYLAND

BONHAM, T. O., Jr., Ssgt., Baltimore  
CLIFTON, G. J., Pfc., Sykesville  
COOPER, C. E., Pfc., Hampstead  
CURTIS, C. A., Pfc., Mt. Rainier  
FISHER, H., Corp., Westminster  
HECK, W. J., Jr., Corp., Baltimore  
HILTON, J. L., Pfc., Silver Spring  
KOETZLE, C. B., Pfc., Baltimore  
LASCHKE, N. M., Pfc., Baltimore  
LOOKINGLAND, W. R., Corp., Baltimore  
MILLMAN, W. B., Jr., Corp., Baltimore  
PERRIN, F. G., 2dLt., Waldorf  
RAYMOND, C. C., Jr., HN, Baltimore  
RUMI, C. C., Pfc., Lansdowne  
RUPPERT, D. A., Pfc., Baltimore  
SCHILLING, J. E., Pfc., Baltimore

#### MASSACHUSETTS

BEDIGIAN, S., Pfc., Newtonville  
BERTOLINO, M. L., Pfc., East Boston  
BOGAN, D. J., Corp., Reading  
CHENETTE, R. F., Ssgt., Worcester  
CLOUGH, R. J., Pfc., Lowell  
COBIS, W. C., Corp., Brockton  
COLEMAN, P. R., Pfc., Wellesley  
DEERFIELD, E. L., Ssgt., Springfield  
DUVAL, A. P., Pfc., Williamsburg  
EGGLESTON, R. E., Pfc., Springfield  
GASKELL, D. C., Pfc., West Mendon  
HICKIE, W. E., 2dLt., Dedham  
LYNK, E. H., Capt., Lynn  
MAHONEY, J. J., Pvt., Roxbury  
MATUSKO, J. G., Pfc., Northampton  
MCINTYRE, J. H., 2dLt., Wollaston  
MORSE, R. M., Pfc., Boston  
MURPHY, R. J., 2dLt., North Attleboro  
O'CONNOR, J. J., Jr., Pfc., Belmont  
OKERMAN, R. J., Pfc., Leominster  
O'NEIL, J. J., Corp., Newtonville  
PRENDERGAST, D. J., 2dLt., Tyngsboro  
RICE, E. W., Jr., Sgt., Peabody  
RICHARDS, C. E., Corp., Waltham  
ROBINSON, T. S., Sgt., Roxbury  
ROBINSON, D. N., Corp., West Springfield  
SCHEINKIN, R. G., Pfc., Boston  
SEARS, J. J., Pfc., Watertown  
VLACHOS, J. J., Corp., Watertown  
WHEAR, R. G., Jr., HN, Medford  
WHITE, R. B., Sgt., Natick  
WINNETT, R. W., Pfc., Medford  
WOODS, R. E., Corp., Roxbury

#### MICHIGAN

BARRY, G. W., Pfc., Detroit  
BEECHER, R. G., Tsgt., Reading  
BELTOWSKI, J. B., Pfc., Detroit  
BOACK, M. T., Pfc., Detroit  
CAMERON, L. L., Pfc., Detroit  
CLULEY, R. J., Corp., Rosebush  
CODY, G. M., Pfc., Royal Oak  
CONKLIN, F. D., Jr., HN, Royal Oak  
COOPER, L. W., Pfc., Dearborn  
CORWIN, R. W., Pfc., East Jordan  
DEBOER, J. H., Pfc., Kalamazoo  
DEEGAN, M. H., Pfc., Saginaw  
DIZK, E. C., Pfc., Detroit  
FRASER, D. J., Pfc., Monroe  
HOURLIENNE, R. L., Pfc., Millington  
JACK, K. J., Corp., Davison  
JACKSON, G. J., Pfc., Detroit  
JOYCE, W. K., Jr., 2dLt., Detroit  
KARAFELD, T. P., Corp., Lincoln Park  
KIELAR, M., Pfc., Detroit  
KOSTKA, M. D., Pfc., Flint  
KOVE, W. J., Pfc., Detroit  
LANGLEY, R. J., Sgt., Detroit  
LAYSON, S. E., Corp., Plymouth  
MACKAY, T. H., Pfc., Detroit  
MAYKUT, V. A., Pfc., Detroit  
MCROOREY, H. J., Pfc., Kalamazoo  
MCGRATH, K. J., Jr., Pfc., Detroit  
MILLER, J. J., Pfc., Escanaba  
PIESIK, H. L., Pfc., Bay City  
POUPOURE, R. J., Pfc., Powers  
REED, R. D., Pfc., Battle Creek  
SARTORELLI, J. A., Corp., Gaithersburg  
SCHMIDT, A. C., Sgt., North Branch  
SMITH, J. T., Corp., Jackson  
SOFER, F. R., Corp., Mikodan  
STOUT, D. B., Corp., Battle Creek  
STRUTZ, L. M., Pfc., Allegan  
STRUTZ, L. F., Pfc., Allegan  
WIEBER, L. W., Pfc., St. Johns  
WILLIAMS, J. C., Corp., Flint

#### MINNESOTA

BEAN, R. L., Pfc., Minneapolis  
CAMPBELL, D. L., Pfc., Minneapolis  
CHEPA, E. J., Pfc., Kimball  
FASNACHT, R. J., Pfc., Madison Lake  
FREE, K. L., Pfc., Minneapolis  
GAUER, G. W., Jr., Pfc., Willmar  
GREEN, R. J., Pfc., Scanlon  
KOWALSKI, D. R., Pfc., Fergus Falls  
MADTSON, D., Pfc., Jasper  
SATHER, D. G., Corp., Staples  
SAVIDUSKY, J., Corp., Minneapolis

#### MISSISSIPPI

ATKINS, B. A., Jr., Pfc., Steens  
BURNSIDE, V. E., Pvt., Jackson  
CURRY, W. W., Pfc., Greenville

DORMAN, E. H., Jr., Ssgt., Jackson  
EHLERS, C. L., Pfc., Mass Point  
FRAZIER, E. E., Pfc., Hamilton  
HOBBS, J. C., Pfc., West  
LAWSON, B. W., Jr., Pfc., West Enterprise  
MCLEROY, J. A., HN, Lauderdale  
NECAISE, D. E., Pfc., Souder  
PURDON, B. R., Pfc., Sapelo

#### MISSOURI

ALLRED, J. I., Pfc., Braga City  
ANDERSON, B. H., Pfc., Springfield  
ANDERSON, D. C., Pfc., Flat River  
BLAIR, F. D., Corp., Chillicothe  
BOWMAN, T. F., Corp., St. Louis  
BUSKNER, J. C., Corp., Pittsburg  
DICKERSON, G. J., Pfc., St. Louis  
DOUGLASS, G. M., HN, St. Joseph  
DURRETT, W. E., Pfc., Butler  
ECKSTEIN, L. M., Pfc., Ravenwood  
EDMONSON, R. L., Pfc., Independence  
ELDRED, M. C., Pfc., Mocks Creek  
ELLIS, R. E., Pfc., Owensville  
ENLOE, R. L., Pfc., Waynesville  
ENOCHS, W. R., Pfc., Monroe City  
FALETTI, T. L., Corp., St. Louis  
FREEMAN, J. D., Pfc., Bronx City  
GAGNEPAIN, F. E., Pfc., Beloit  
GARDNER, G. M., Pfc., Kansas City  
GATELEY, F. D., Corp., Springfield  
GREENLEE, D. W., Corp., St. Louis  
GREER, W. B., Pfc., Lathrop  
GRISWOLD, J. D., Pfc., Independence  
HAWKINS, R. G., Ssgt., Salem  
HEINOLD, R. L., Pfc., Elk Creek  
JEFFRIES, G. E., Pfc., St. Louis  
JENNINGS, D. C., Pfc., Independence  
JOHNSON, P., Pvt., Sherman  
KRIETEMEYER, J. L., Pfc., Overland  
LoDUE, G. C., Ssgt., Nevada  
LITTELL, A. A., Sgt., Gideon  
LOCKMANN, F. W., Corp., St. Louis  
LYLES, T. J., Ssgt., Springfield  
KIDD, O., Corp., Vanduser  
MASON, R. M., Jr., Sgt., St. Louis  
MERRILL, L. B., Pfc., St. Louis  
MAYERS, R. J., Pfc., Overland  
PENN, S. R., Corp., New Florence  
PHILLIPS, H. E., HMs, Belle  
PITCHFORD, R. L., Corp., Springfield  
PITTS, D. L., Corp., Ava  
POLEN, E. H., Pfc., St. Louis  
QUEEN, A. R., Pfc., Iranton  
RICHIBOURG, R. J., Pfc., Chaffee  
SOMMER, C. J., Pfc., St. Louis  
SWISHER, K. C., Pfc., Utica  
THOMAS, D. C., Corp., St. Louis  
TILSON, E., Pfc., West Plains  
TODD, E. J., Corp., Springfield  
TODD, T. V., Corp., Roby  
TROUT, T. E., Pfc., Potosi

#### MONTANA

BOMAR, L. L., Pfc., Billings  
CALL, J. L., Pfc., Billings  
LONG, V. C., HN, South Great Falls  
REID, R., HN, Helena  
ROBINSON, J. R., Corp., Bozeman  
WELTY, L. L., Pfc., Kalispell

#### NEBRASKA

BANGERT, D. A., Pfc., Seward  
BARRITT, K. E., Pfc., Norfolk  
FICKEN, N. H., Pfc., Milford  
HARRIS, M. H., Pfc., McCook  
HAWKINS, B. V., Pfc., Beatrice  
KALECK, A. L., Pfc., Norfolk  
LAKEY, G. A., Corp., Grand Island  
MITILIER, L. L., Pfc., Omaha

#### NEVADA

WORTHINGTON, G. M., Corp., Bobbit

#### NEW HAMPSHIRE

BREEN, R. F., Pfc., Portsmouth  
CHARLES, R. H., Pfc., Wolfeboro  
DANDROW, H. J., Pfc., Rochester  
DUFFINA, W. J., Pfc., Reed's Ferry  
GAGNON, G. A., Pfc., Nashua  
MacEachern, J. L., Pfc., Hooksett

#### NEW JERSEY

ANDERSON, D. M., Pfc., New Brunswick  
BENFOLD, E. C., HMs, Camden  
BROGEL, E., Pfc., Trenton  
CLARK, J. W., Corp., Trenton  
COLLINS, C. I., Corp., Clinton  
DYE, W. B., Ssgt., Asbury Park  
FELLATHR, F. W., Corp., Nutley  
FUENTES, R. R., Pfc., Elizabeth  
GOLDEN, E., Pfc., Jersey City  
GRIBBON, J. F., Pfc., Kearny  
HARPER, E. E., Pfc., Newark  
HENRY, W. C., Pfc., Salem  
HEPPNER, H. J., Sgt., Union City  
HOLMES, L. B., Corp., Cliffwood  
JOHNSON, R. J., Pfc., Iselin  
KOZEL, R. Y., Pfc., Elizabeth  
LAZARUS, L. P., Pfc., Jersey City  
LEMANSKI, C. S., Pfc., Bayonne  
McGANN, L. R., Pfc., Trenton  
MILLER, C. T., Pvt., Camden  
MILLER, L. J., Pfc., Newark

MINNIEFIELD, C., Jr., Pfc., Jersey City  
NAFASH, G., Pfc., Union City  
NATALE, R. C., Pfc., Newark  
O'BRIEN, R. J., Corp., Montclair  
PALUMBO, J. J., Jr., Pfc., Paterson  
POLIFRONI, N. R., Pfc., Cliffside Park  
POLIFRONIO, G., Pfc., Hackensack  
REID, J. W., Pfc., Trenton  
ROSARIO, L. A., Pvt., Newark  
ROSS, G., Jr., Pfc., Orange  
SCHNEIDER, R. B., Corp., Middlesex  
SETNICK, J. P., Corp., Paterson  
SISCO, K. S., Pfc., Caldwell  
SPRAGUE, C. T., Jr., HMs, Bergenfield  
YINCI, L. J., Corp., South Orange

#### NEW MEXICO

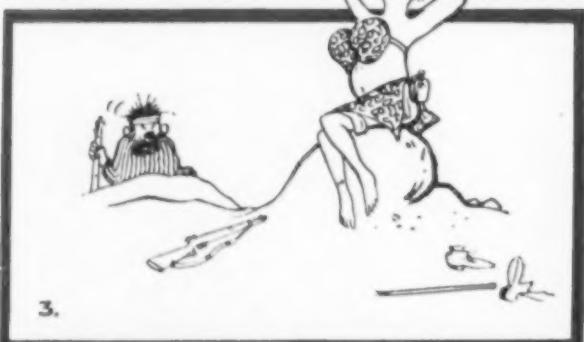
COMISKEY, J. A., Pfc., Madrid  
DURAN, J. B., Pfc., Rosedale  
HARRISON, E. H., Corp., Deming  
SMITH, E. D., Pfc., Chama

#### NEW YORK

ALSWORTH, S. H., Pfc., Allentown  
ANTONELLIS, C. A., Pfc., New York  
BACON, K. M., Pfc., Gouverneur  
BARNES, B. W., Pfc., Syracuse  
BAER, C. E., Pfc., Buffalo  
BERMAN, W. E., Pfc., Lockport  
BENNETT, A. W., HN, Brooklyn  
ROGART, A. L., Corp., Brooklyn  
BRENNAN, G., Pfc., Long Island  
BROOKS, D. J., Pfc., Kingston  
BROWN, E. C., Jr., Pfc., Mt. Vernon  
BROWN, W. F., Jr., 2dLt., Great Neck  
BYRNES, W. F., Pfc., Buffalo  
CALVANICO, V. W., Pfc., Brooklyn  
CANARELLA, S., Pfc., Brooklyn  
CASTELL, R. W., Pfc., New York  
CHAPPEL, D. R., HN, Utica  
CHAPPELL, R. A., Pfc., Bronx  
CHICCHETTI, R. A., Pfc., Brooklyn  
CLAYSON, D. B., Pfc., Hindale  
CLONEY, M. R., Corp., Sunnyside  
CONSORTI, J. J., Corp., Ossining  
CURNY, K. H., Tsgt., Brooklyn  
CURTIN, W. J., Pfc., Ozonia Park  
DEHNEN, F. J., HN, Corp., Richmond Hill  
DENNEHY, F. J., HN, New York  
DINARDO, J. R., Corp., Brooklyn  
DONNELLY, C. J., Sgt., Jamaica  
DOWD, D. J., Sgt., Brooklyn  
DUGIN, T. F., Sgt., Farmingdale  
FILIBERTI, P., HN, Astoria  
FLANAGAN, J. J., Pfc., Bronx  
FOSTER, H. L., Pfc., Bolivar  
FRANCO, J. A., Pfc., Glen Cove  
FRIDEN, H. L., Corp., Syracuse  
FREYDCHOWSKI, J. J., Corp., Buffalo  
FULTON, L. P., Pfc., New York  
FUSCO, A. F., Pfc., Brooklyn  
GORMAN, B. T., Pfc., Rockaway  
GRAY, D. M., Jr., Corp., Hudson  
GREENE, W. F., Pfc., Syracuse  
GREENIA, L., Sgt., Syracuse  
GROGAN, V. L., Pfc., Astoria  
HUSAFAON, R. K., Sgt., Bumess Point  
HUTTRAN, L. W., Pfc., Paw Pawanda  
HELMET, T. A., Pfc., Buffalo  
HUBERT, W., Ssgt., Waterford  
HUNT, A. J., Pfc., Ronkselaer  
JENSEN, B. E., Corp., Troy  
JOHNSON, L., Pfc., Brooklyn  
JOHNSTON, M. G., HN, Jamaica  
JORDAN, R. L., Corp., New York  
JUDGE, R. C., Pfc., New York  
KAVANA, M. F., Corp., Auburn  
KAVANA, C. G., Pfc., Mahopac Lake  
KENDALL, G. H., Jr., Corp., New York  
KONDOGIANIS, N. T., Pfc., Bronx  
KONESKI, N. F., Sgt., Buffalo  
LANGLEIBEN, N., Pfc., Bronx  
LYNCH, T. J., Pfc., Binghamton  
MAHONEY, J. B., Pvt., Brooklyn  
MAJCHRZAK, R., Tsgt., Plattsburgh  
MCNAUL, V. A., Corp., Greenlawn  
METZ, M. O., Corp., New York  
MILLER, D. L., Corp., Albany  
MILLER, H. G., Pfc., Buffalo  
MOCCALDI, P. M., Pfc., Utica  
MONAHAN, R. G. A., Pfc., Elmhurst  
MONZON-ACEVEDO, F., Pfc., Bronx  
MORGANTE, L., Pfc., Brooklyn  
MOSKOWITZ, M., Pfc., Brooklyn  
MOTYKA, F. F., Pfc., Oswego  
MYERS, E. F., Pfc., South Ossine Park  
NOWAK, R. F., Pfc., Buffalo  
O'DONNELL, E. A., Pfc., Brooklyn  
OHARA, W. T., Pfc., Brooklyn  
PLANT, N. E., Pfc., Brooklyn

(CONTINUED ON PAGE 78)

# Leath



# Leatherneck Laffs



"... and if I join your outfit, Sir, could I be sent overseas immediately?"

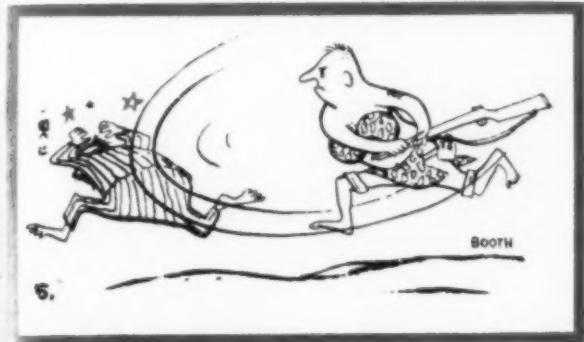


"I would have bagged that tank if it hadn't been for you and your practical jokes!"



"Anyone in our outfit  
name of Goliath?"

Leatherneck Magazine



5.



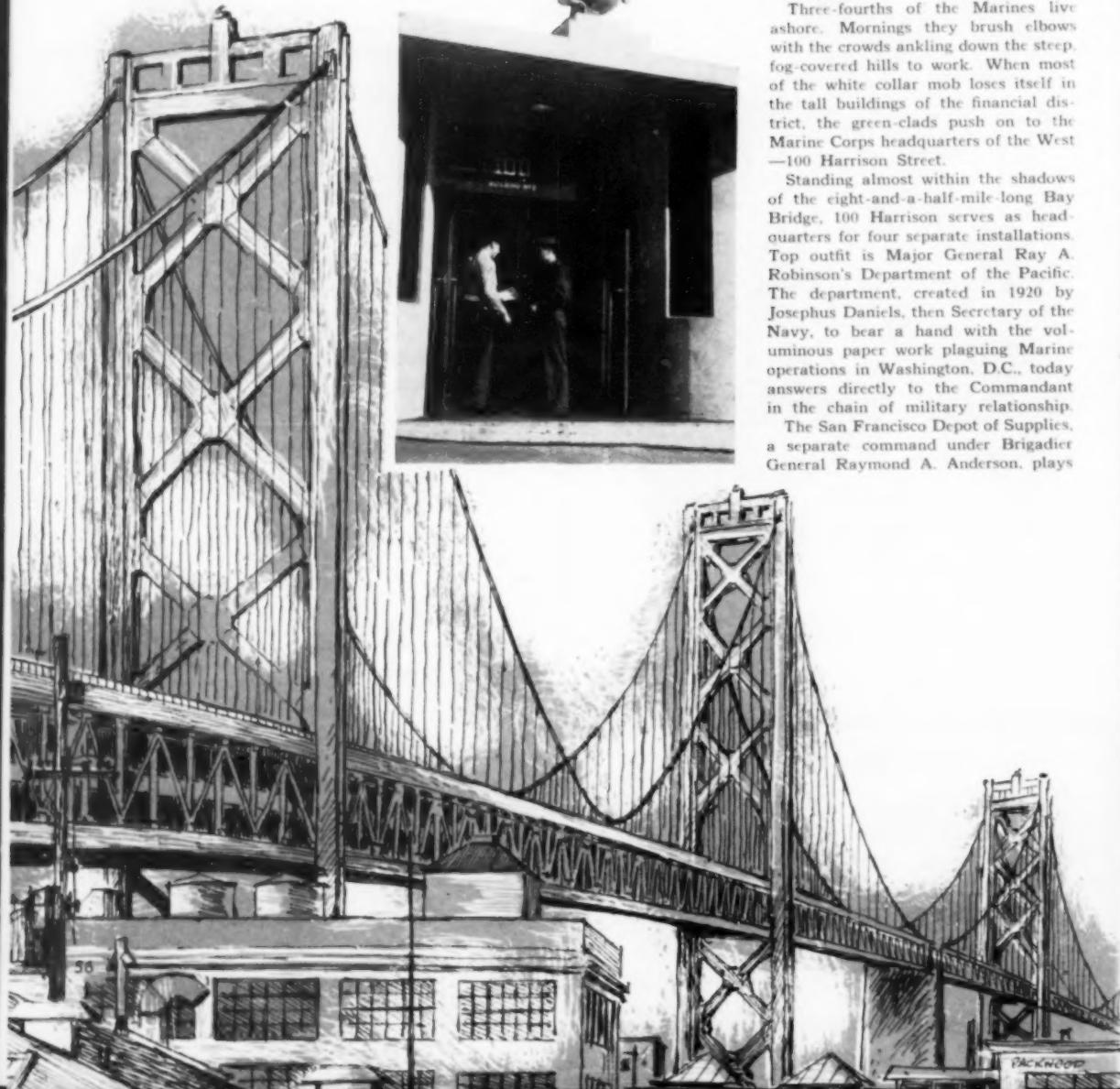
"It's from that fellow over there,—  
he wishes us a Merry Christmas!"

## POSTS OF THE CORPS

# 100 HARRISON ST.

by SSgt. Robert A. Suhosky

Leatherneck Staff Writer



S

AN FRANCISCO'S a big city; it's alive, restless and crowded with people.

And upward of 1800 Marines.

Three-fourths of the Marines live ashore. Mornings they brush elbows with the crowds ankle-deep down the steep, fog-covered hills to work. When most of the white collar mob loses itself in the tall buildings of the financial district, the green-clads push on to the Marine Corps headquarters of the West —100 Harrison Street.

Standing almost within the shadows of the eight-and-a-half-mile-long Bay Bridge, 100 Harrison serves as headquarters for four separate installations. Top outfit is Major General Ray A. Robinson's Department of the Pacific. The department, created in 1920 by Josephus Daniels, then Secretary of the Navy, to bear a hand with the voluminous paper work plaguing Marine operations in Washington, D.C., today answers directly to the Commandant in the chain of military relationship.

The San Francisco Depot of Supplies, a separate command under Brigadier General Raymond A. Anderson, plays

a key role as one of the department's supporting units. It also monopolizes most of the floor space at 100 Harrison Street. Western Recruiting Division and Headquarters, 12th Marine Corps Reserve District, are staked out at the same location.

Although department and depot have been shipmates for more than 30 years, the depot has an older history. When the supply demands of the Spanish-American war over-taxed the headquarters at Mare Island, the need for larger accommodations became apparent. In December, 1903, Sergeant Basson and six men rented a storeroom on Mission Street and moved in with a small stock of rifles, ammo and assorted gear. They equipped all Marines west of the Mississippi.

Came the earthquake and fire of 1906 and the building went down. The depot shuttled between various warehouses in Berkeley and San Francisco until 1912 when a two-story building at 36 Annie Street in 'Frisco was leased. When the Department of the Pacific was born, it moved in and all was well until William Randolph Hearst bought the place and figured it suited his own business interests. He cancelled the lease.

And 100 Harrison Street was well known among the seafaring gentry of the windjamming era. One short block off



Official USMC Photo

Major General R. A. Robinson,  
CG, Department of the Pacific



Official USMC Photo

BrigGen. Raymond Anderson,  
CG of the Depot of Supplies

San Francisco's water-front, it had been in use as a Sailors' Home since 1852. When the building reached the ramshackle stage the bluejackets abandoned ship. The Treasury Department—legal owner—passed the property on to the Navy who in turn handed it down to the Marines—complete with a set of plans for permanent buildings. The Marines graciously accepted it

with one hand—while extending the other for building funds.

Here records indicate a slight snag—no money.

Sergeant Joe Murray and seven men were ordered out from Mare Island. They had cleared away much of the preliminary work in 1925, when Congress approved a sizeable half-million dollar appropriation.

A five-story edifice — known as "Building #1" in Harrison Street parlance—was completed in a short time. The address has been official ever since.

Architectural confusion began in 1941 when an additional structure was put up on the remaining frontage of the block. Built side by side, Buildings #1 and #2 appear to be one structure. Another double building was later erected in the next block. Buildings #3 and #4 are seven stories tall and connected to the older place by underground and overhead passageways. Going from one building to the other is like running a maze; the corridors are reached only after making the proper number of port and starboard turns. More than one newcomer has wound up wandering about a warehouse looking for an exit.

By the numbers, depot personnel easily outweigh the department's staff. It takes less than 200 men and women Marines to man the DeP's fifth deck sanctuary in the old building. The Depot of Supplies scatters its 1600 Marines throughout the rest of the station and nearby Islais Creek Annex. Formerly all hands lived on subsistence and quarters allowances. When part of the second floor of the new building was converted two years ago, nearly 450 enlisted men took up billets in one of the largest squad bays in the Corps—

TURN PAGE



Sgt. Nancy A. Black and TSgt. Lillian J. West, the NCO in Charge of department files, check the jacket of a Marine on the West Coast

100 HARRISON ST. (cont.)



Clerks of Motor Transport Supply, a branch of the Depot of Supplies, keep a constant check and up to date data on stock cards at all times

"Subs and quarters" is duty rarely found outside of recruiting. It's a good deal, according to most of the Harrison Street Marines, but not without its drawbacks. Rents in town run slightly higher than average; usual procedure is to take the first place available, then comb the city for a more suitable abode. Bachelor apartments are scarce.

Most of the men prefer to live alone and like it; Women Marines fare better. Quick to double up, they find two or three gals can afford swankier quarters by splitting rent, chow and household chores. Biggest woe the ladies have is trying to keep up with San Francisco's high prices on civilian wardrobe.

San Francisco is a Marine town; troops stationed there find the uniform welcomed and respected—and they act accordingly. But stretching a semi-monthly pay in a liberty port like 'Frisco isn't easy. Harrisonites avoid



An aisle of one of the Islais Creek warehouses is loaded with tons of gear slated for overseas



Master Sergeant Fred C. Gebhardt, communications expert, grinds crystals for repair of service radios

approximate size: one-half of a city block!

Troopers living aboard came in for a boom when galley and mess hall were installed on the same deck. Behind a pair of swinging doors, Master Sergeant V. Skiba presides over a tempting salad bar, rivaled only by the quality chow served. To celebrate the Corps' birthday last year, "Ski" stowed the usual mess benches, borrowed chrome tables and chairs and turned the place into a restaurant complete with table cloths. Messmen-turned-waiters took orders for the main course—prepared to suit individual palates.

Sergeant Anthony Preto of the Camera Repair Section, makes an adjustment on faulty shutter





A flick of the punch press and Pfc Norman Bernal turns odd-shaped pieces of metal into trunk braces



Sergeant Edward Pasquale, instrument repairman, removes static electricity from binocular eyepieces

the expensive night spots—refer to them as "tourist traps." Neighborhood pubs are reasonably priced. Sometimes, on a splurge, a liberty party is apt to migrate to the Barbary Coast, down in the International Settlement. Chow runs to Fishermen's Wharf or a favorite chop suey house occur shortly after pay day.

Parking is a costly problem in town; more than one Marine has sold his car rather than pay the tab for an overnight stall. Streetcars and buses reach all points and cab fares are low. Most Marines hike to and from Harrison Street; claim it's good exercise although San Francisco's undulating

streets are often compared with the less civilized slopes of Pendleton and Korea.

Security Section personnel believe that folks in glass houses shouldn't throw rocks. They should know—they live in one! The conglomeration of chrome, mirrors and plate glass which serves as guard offices and barracks was once field headquarters for the Libby-Owens-Ford glass company. Marines swear its huge windows were installed for one purpose—extra police duty.

One window-wall in the company office has been removed and salty members of the guard like to warn men reporting aboard that it was taken out as a safety precaution:

"Vibrated something fierce when the top read a man off," they claim. "Someday it was gonna shatter for sure."

Master Sergeant Frank T. Carollo, the first sergeant in question, discounts this theory. "It used to get too hot in here. Poor air circulation, that's all," he explains.

But after 25 years of being a Marine, Carollo is indeed capable of dressing down a man in the manner of the old Corps—if it's necessary. NCOs in the company appreciate the top kick's policy of backing a Marine all the way if he's right. Eighthalls have a choice: straighten up or stand by. Men in the security section hold plenty of respect for Carollo and the security officer, Commissioned Warrant Officer Jack H. Goodall, a veteran of 27 years of service. This same esteem has helped the detachment gain its reputation as one of the sharpest guard companies in the West.

Gate posts at 100 Harrison Street and the internal security of Islais Creek (gates and walking posts) are the unit's main chores. Sentries at the creek are armed with night sticks when on walking posts. That's enough. A fence circles the compound.

Hundreds of file cabinets in the Department of the Pacific contain a record of every officer and man who ever pulled duty west of the Rockies. Transfers, promotions, requests and correspondence are channeled across its many desks, either for immediate action or approval before being forwarded to Washington. Dependents going and arriving from overseas check in with the embarkation and debarkation section for aid with their orders.

The department once held administration  
**TURN PAGE**



100 HARRISON ST. (cont.)



Sergeants major of 100 Harrison St., (l-r) L. R. Klappenback, D of P; H. L. Hope, 12th District; A. F. Halbrook, WRD and H. N. Holt, Depot



San Francisco's liberties are expensive; the "Hoosegow Hop," Special Services dance sponsored by the Security Section, is well patronized

trative powers over the Fleet Marine Force during the early days of that famous fighting unit but relinquished control when the FMF outgrew the parent organization. Recruiting stations and Marine air bases have always been excluded from its jurisdiction and garrison forces in the 14th Naval District (Hawaii) and on Guam were

turned over to the FMF, Pacific, recently. Security forces—22 of them spread along the western part of the country and Alaska—and ships' detachments throughout the Pacific area, plus the recruit depot at San Diego and Camp Pendleton's varied installations, constitute the bulk of the department's range.

When demobilization was the word in the days following the end of War II, the department opened shop at Treasure Island to discharge or reassign men enroute home from Pacific battlefronts. Marines back from Korea meet with similar accommodations. Pay is a big item to a man about to pitch his first Stateside liberty in months. Veterans of Bunker Hill and other battles go ashore with a pocketful of the green stuff. While the department handles a man's administrative affairs, the depot's disbursing officer takes his pay record in tow. Korean casualties and dependents with travel claims also get priority.

Women Marines can always count on a recruiting plug from the Department of the Pacific's statistician. Private First Class Maureen A. McGale, a lute lass from London, England, had to get a waiver from the Commandant to enlist last February when she wanted a career and a chance to see the United States.

When a troopship laden with a couple thousand Marines leaves Korea, there's work ahead for the Public Information Office. Phone calls from anxious families and friends requesting verification of the rotation roster keep the lines busy. Depot of Supplies' communications section handles the 400-telephone switchboard, estimates normal traffic at 60 calls an hour; volume is pushed to 150 incoming signals around rotation time.

During War II the Corps expanded to new strength. With the build-up of fighting power came the need for more logistical backing; the Depot of Supplies enlarged, acquiring 84 acres in the southeastern part of the city along the Islais Creek channel. Nine warehouses went up on the reclaimed mud flats of Islais Creek; another annex at Barstow, in the Mojave desert, was added. Ninety percent of all gear used by Marines in the Pacific campaigns was shipped or transshipped from the depot. Storage and repair were bywords between V-J Day and June 25th, 1952. Depot Marines boast: "Right material, right place, right time." When the Communists attacked across the 38th Parallel, supplies gushed once more.

Islais Creek's box factory is a pet pride of the depot, mainly because it shelters a unique machine which can nail up a crate in less time than it takes to yell "Gung Ho!" It saves manpower, nails—and liniment too. Reclamation at the creek runs from costly—and secret—electronics gear, radio equipment and cameras to rusty cans of DDT.

The instrument repair branch, back at Harrison street, undertook the task of mending 15,000 pairs of 6x30 bin-

oculars recently. They are stripped and put together on an assembly line basis; lenses and prisms are cleaned, polished and coated before being used again. If you're resting on a locker box reading this story, chances are it was manufactured at 100 Harrison Street. Mess tables, benches, metal cabinets and storage bins are among the more common items built in the basement shops.

All clothing is received from the Philadelphia Depot of Supplies and merely repacked in San Francisco for further shipment.

The depot's IBM section is sometimes referred to as the "Encyclopedia of the West Coast." The two and a half million cards on file there contain minute records of more than 260,000 items. Supply accounting is responsible for the largest part of the work with personnel, fiscal and civilian payroll accounting making up the remainder. The ordnance file is the only unit on full accounting at present. Plans are being formed to switch all supply accounts to the machines.

Thirty-eight high speed machines can brush through a quarter of a million cards a day. It's a lightning fast business. Calculators can multiply six digits by six digits in less than a second. Marines working in the unit go about their duties sans field scarf. The neckties have been known to get fouled up in the machine's feed rollers.

All troops at Harrison Street, Wo-



men Marines included, keep up with the latest in Marine techniques via weekly training classes. A small patch of concrete between the "glass house" and building #4 doubles as inspection area and drill field on Saturday mornings. The usual Marine exchange, snack bar, beer hall and bowling alley are located on the station. Special Services finances periodic dances, usually sponsored by one of the units within the command. Despite the excellent liberty on hand,

Security Section's "Hoosgow Hop" was mobbed by a record crowd.

The liberty's hard to beat and Marines stationed there rate the duty better than average. But it's confusing, at first, to fathom the seemingly overlapping setup of the depot and the department. An office of one outfit may serve the needs of the other organization. The result, though, is a harmony that's been more than 30 years in the making.

END



Salad chef, Corporal Robert Gadas appraises his table. Salads, from apples to avocados, are specialty



Corporal Evelyn Drawdy and Sergeant Joyce Carter enjoy comfortable home by sharing cost and chores

# dateine... Korea

Edited by  
MSgt. Robert Fugate

## Seems Like Old Times

During a recent visit to Japan and Korea, General Lemuel C. Shepherd, Jr., Commandant of the Marine Corps, paid a visit to the fighting front held by the 2nd Battalion of the Seventh Marines and was deeply impressed with the job being done by Marines in that sector.

"Their valor and stubbornness in withstanding constant and repeated attacks on key outposts in this sector makes me proud to serve with such men," the Commandant said.

Gen. Shepherd, after stopping for a



*Photo by TSgt. Tom Rousseau*

Sgt. Maj. Francis Hingston introduces Marine Air Control Group 2's pet fawn, "Squeeky" to General

Lemuel C. Shepherd, Jr., during the Commandant's visit to a 1st Marine Aircraft Wing base in Korea



*Photo by Sgt. Curt Giese*

Little Penny Nelson, of Long Beach, Cal., has plenty of "daddies" now. The youngster was stricken with

polio after her pilot-father was reported missing in Korea. "Devilcats" squadron collected \$1100 for her

few minutes at the Battalion Command Post, put on an armored vest and proceeded to the battalion outpost where he looked over the enemy's positions and checked up on the current situation.

While in Japan, the Commandant visited with General Mark Clark and other high ranking UN military officials.

Corp. Jim Raffray  
PIO, 1stMarDiv

### Part-time Daddies

Little Penny Nelson who was stricken with polio soon after her daddy, a Marine pilot, was reported missing in Korea, has a squadron of daddies now.

The 3-year-old daughter of First Lieutenant Forest A. Nelson, of Long Beach, Calif., hasn't been told yet that he was shot down over Communist territory August 6, while on a First Marine Aircraft Wing mission. But she wonders why the letters from her daddy aren't coming any more.

Lieut. Nelson's comrades in the "Devilcats" squadron have taken over the job of "part-time daddies" for Penny and they'll make sure the letters arrive regularly.

Penny was taken to a Long Beach hospital August 14, eleven days after her third birthday, completely paralyzed from bulbar polio. On her birthday she got a letter from her daddy



*UP Photo by Bill Pardom*

Marines in Korea used the absentee ballot during recent presidential election. Lieutenant Virgil Price casts his vote within sight of gunfire

## DATELINE . . . KOREA (cont.)

who wrote, "I hope every day of your life is as happy as I know it is this moment. I'll do everything I possibly can to make it that way."

"The thing that would help Penny most," said her mother, "would be to get word—just any word—from her father."

The "Devilcats" pilots are finding time between combat missions to help make good her daddy's promise. What's more, they have named a Corsair, just like daddy used to fly, for the little girl and they've painted her name—"Miss Penny"—on the nose in big white letters.

CWO George E. McWilliams  
PIO, 1st MAW

### Hot and Heavy

A wounded Marine sergeant was carried into a forward aid station during the fight for Bunker Hill.

He was using "hot" language as the doctors and corpsmen removed the remains of a shattered boot from his right foot. When asked by the chaplain what all the cussing was for, he said, "Father, I've waited seven months for a pair of these new combat boots and I'll be darned if the first day I've got 'em on, Charlie Chinaman doesn't ruin 'em with a grenade."

Sgt. Patrick J. Mahoney III  
PIO, 1st MarDiv

### Trimmed

The barber had set up his chair in one of the coolest spots in the battalion, under the gnarled boughs of a huge sycamore tree.

There, the beating rays of the sun never hit the already sweating customers. But there was one hitch. The upper branches were a maze of communication wires and it looked like every wire in the battalion went through that tree.

Whenever a break in the lines occurred, the tree looked like a monkey house with communications men climbing all over it, trying to find the trouble. The result was that wire hung down from the tree, disrupting the tonsorial activities going on underneath.

In desperation, the barber hit upon the perfect idea—an idea which added a touch of "Stateside" and also allowed an hour or two off from his duties.

He had a sign made, and whenever he saw the "monkey men" bearing down on the trees, he immediately tacked up this notice:

"CLIP JOINT CLOSED FOR ALTERATIONS."

Corp. Jim Rattray  
PIO, 1st MarDiv

### Fringe Reception

A Marine staff sergeant's thoughtful wife was trying to build up morale by sending packages of food, newspapers and magazines to her husband in Korea.

All gifts were gratefully received, but one article in a recent package of "goodies" snowed the fighting sergeant.

It was a television digest magazine.

However, the accompanying note explained everything thusly: "... so you can keep up to date with the television programs at home."

The sergeant's only comment was, "Oh, no!"

SSgt. Stanley E. Dunlap, Jr.  
PIO, 1st MarDiv



Photo by SSgt. Scullin

Marguerite "Maggie" Higgins, famed female war correspondent, talks over day's action with company commander, Captain Howard Connolly



Official USN Photo

Songstress Frances Langford entertains a Marine audience in Korea while touring Far East installations with her actor-husband, Jon Hall



*UP Photo by Bill Pardue*

Sergeant Lynde Blair and Captain Anthony Skotnicki hold Communist propaganda sign. Marines didn't take the hint; they're still in Korea

### You're Out

Marine Pfc Angel Manuel Colon made his pitch in the original assault on Bunker Hill and it was strictly bush league.

Colon, a New Yorker, spotted a Chinaman in the bushes. He hurled a grenade but neglected to pull the firing pin.

The toss was a bean ball. The grenade struck the Commie between the eyes, knocking him down. Another Marine with a rifle scratched the Chinaman from the enemy lineup permanently.

PIO, 1stMarDiv

### Better Than Walking

James Barber, Chance-Vought Aircraft representative who promised a ride in a Korean "A" frame to the first Marine Corsair pilot to shoot down a MIG, recently paid off his debt to Captain Jesse G. Folmar, a 50-mission veteran of the "Checkerboard" squadron.

Captain Folmar knocked down one of the eight MIG-15s that attacked him and his wingman as they were flying a combat mission over Korea in their conventional propeller-driven aircraft. His victory over the enemy jet was the first such kill in the Korean war.

In the same engagement, Capt. Folmar's plane was damaged by another MIG and he bailed out, landing in the China Sea. He was picked up eight minutes later by a rescue plane.

PIO, ComNavFe



*Photo by Sgt. Curt Giese*

SSgt. Sam Cummings and Capt. Frank Jackson become honorary members of ROK police force after capturing top Red spy in Korea

### Brother to Brother

Whenever the First Marine Aircraft Wing's "Deathrattlers" squadron runs a close air support strike in front of the Seventh Marines it's a family affair for the Gregory brothers.

Lieutenant Colonel Noel C. Gregory is commander of a battalion of the Seventh which has seen long frontline service in Korea. His brother, Major Marshall C. Gregory, is a member of the "Deathrattlers" whose Corsairs have

been flying daily strikes against the enemy.

Not that this is so unusual, because the brother ground-air team is simply carrying on the tradition set by their father, the late Brigadier General Maurice C. Gregory, who served 41 years in the Marine Corps.

PIO, ComNavFe

### Good Samaritan

Thanks to a sergeant of the First Marine Aircraft Wing an 11-year-old crippled Korean orphan is able to play again with her friends.

On a snowy, bitter cold morning in November, 1950, Lee Kyong Ho, a pretty, black-haired, dark-eyed girl lost her leg and both of her parents when a bomb struck her home in North Korea. For three days she lay amidst the death and destruction of her village, unable to call for help.

As UN troops withdrew after the Chinese intervention, they came upon her frost-bitten body. Putting her in an ambulance, they carried her to a field hospital where doctors amputated her shattered right leg and saved her life.

Lee was sent to the Sam Sung Orphanage in Kunsan where she hobbled about on one leg for more than a year. She needed a pair of crutches, but good crutches are almost impossible for Korean civilians to obtain.

Early in 1952, Marine Technical Ser-

TURN PAGE

DATELINE . . . KOREA (cont.)



Official USMC Photo

T Sgt. Louis E. Hendricks helps North Korean orphan, Lee Kyong He, try out her new crutches. Gunny had them sent from the States



UP Photo by Bill Purdom

Pfc. Jesse Greer and Pfc. Ermilo Soliz show off "very dear" front line possessions—13 fresh eggs. After K-rations, they're a delicacy

giant Louis E. Hendricks, an electronics supervisor with the "Flying Nightmares" Marine night fighter squadron, visited the orphanage with candy and chewing gum.

"When I first saw her, she was standing in a corner watching the other kids play," Sgt. Hendricks said. "I didn't realize why she wasn't with them until she tried to walk over to me and fell."

"All the way back to the base I thought about the little girl. I have a son, Louis, Jr., who is her age. I couldn't help seeing him in her place. I had to do something to help her and the others who had no shoes or clothing."

When he returned to the base, Sgt. Hendricks wrote his wife, asking her to buy some crutches and clothing.

"It took more than two months for them to arrive," Hendricks recalls. "But when they did, Lee was the envy of every kid in the place."

PIO, ComNavFe

### Carry On

There's nothing more embarrassing for a Marine wireman than to be caught with his "lines down."

Two communications men were stringing wire from the Main Line of Resistance to an embattled outpost when they heard someone behind them. They ducked into the shadows just as an enemy soldier strolled up, nonchalantly coiling the freshly laid communication wire on his arm.

The Marines turned their wrath on the enemy wire thief, who never knew what hit him. Then the wiremen retraced their steps, laying down the wire again.

PIO, HQMC

### Planned To Stay

The young Marine was newly arrived in Korea and he was assigned duties as jeep driver for a company on the front near Bunker Hill.

He had brought up a load of supplies at night from the rear and was preparing to make another trip back when enemy artillery and mortar fire landed near the company area and on the main route to the rear.

Fearing that the young driver had already started back, the company commander hastily grabbed for the phone and called the supply bunker in hopes of catching the youngster. As someone on the other end of the line answered, the CO told him to stop the jeep driver before he had gone too far and, "Tell him to hold up until the firing quiets down."

For a few moments there was silence and then a small voice replied, "Don't worry sir. I was planning to stay until tomorrow night anyway."

PIO, HQMC

# We-the Marines

Edited by SSgt. Henry J. McCann

## Spunky Youngster

A year ago little Randy Howard was in a critical condition with rheumatic fever. Bedridden for weeks, his only interests were Marines and cowboys. When the men at Camp Pendleton heard about Randy's case they began to deluge his home with get well messages. Many Marines devoted part of their weekend liberty to visit him.

Among those calling on Randy were Major Barry Shipman and his wife, whose child had recently recovered from rheumatic fever. Major Shipman promised Randy that the Marines would take him to a motion picture studio and introduce him to his favorite cowboy as soon as he got well.

A year elapsed. Randy battled for his health while his Marine buddies went off to fight a war in Korea—but they didn't forget their promise. Randy got well. The Marines contacted the Reserve District office in Los Angeles and before Randy knew it, his big moment had arrived. The Marines contacted Republic Pictures Studio, then they took Randy to meet cowboy star Allan "Rocky" Lane.

The result was a happy, freckle-faced young man who wants to be both a Marine and a cowboy. His Marine friends say he would have been a "natural" for the Horse Marines.

PIO, 11th Reserve District  
Los Angeles, California

## WMS To Europe

The Marine Corps recently announced its first assignment of Women Marines to duty in Europe.

Two have been named to serve on the staff of the Commander in Chief of U.S. Forces in Europe. They are Captain Jeanette I. Sustad and Second Lieutenant Sara F. McLamore.

Although more than 900 WMs have served in Hawaii since early in World War II, none had been assigned to any of the other theatres of operations until now.

PIO, Dept. of Defense

## All Marine Team

This year *Leatherneck Magazine* selected an All Marine Baseball Team for the first time. Each player on the team received an engraved trophy and a *Leatherneck* Certificate of Award.

The players were selected in the following manner: All regular members of the team, plus an extra pitcher, were selected from votes which were sent in by the sports editors of camp news-

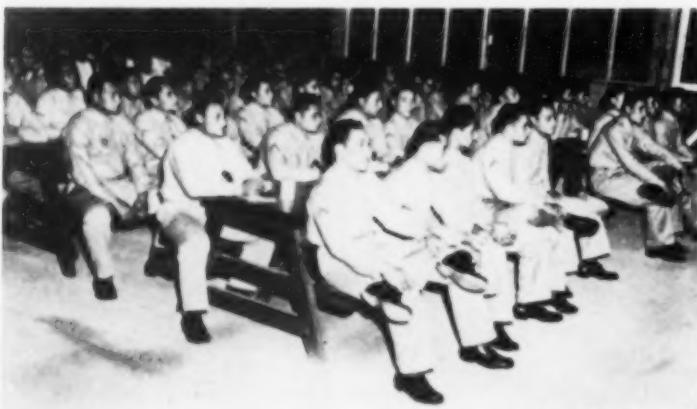
TURN PAGE



Little Randy Howard sizes up movie star Allan Lane's shootin' iron. Marine pal, Corp. Lewis Christensen, helped arrange Randy's visit



*United Press Photo*  
British-born Rodger Bates, MSgt. E. Abrams compare English and American salutes. Marines in London helped Bates enlist in USMC



*Official USMC Photo*  
Samoan members of 15th Rifle Co. in Hawaii attend special English class. Many traveled 2000 miles from their homes in Samoa to enlist



Sgt. D. Hawley and SSgt. James Smith escort Neva Jane Langley, "Miss America," on her Macon, Georgia, visit. Looks like good duty

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papers. The *Leatherneck* staff selected a utility outfielder and a utility infielder on the basis of the players' performance during the past season and the number of second-choice votes they received.

*Leatherneck's All Marine Baseball Team, 1952:*

Pitcher	Pfc Charles H. Closs San Diego
Pitcher	Pfc John E. Stewart P. I.
Catcher	Corp. Harold Naragon Quantico
1st Base	Pfc Robert R. Skinner San Diego
2nd Base	Corp. Thomas Venditelli P. I.
Shortstop	Corp. Ronald Boone San Diego
3rd Base	Pfc James Byrket El Toro
Outfield	Sgt. Paul F. Donovan P. I.
Outfield	Corp. Sal Olive Quantico
Outfield	Pfc Ted H. Hesse San Diego
Utility Infield	Pfc Frank Seastrand Lejeune
Utility Outfield	Corp. James Janacone Cherry Point

### Samoan Marines

It's never easy when you have to take your belongings and move more than two thousand miles to settle down in a completely new and different life. But a large group of Samoan men, who arrived in the Hawaiian Islands recently, made the move so that they may take their places as loyal American citizens. More than a hundred of them left their homes in the Samoan Islands to join the 15th Rifle Company of the Marine Corps Reserve in Hawaii.

The Reserve unit has done everything possible to make them feel at home. At first, the Samoans were divided into recruit platoons and the unit's Samoan NCOs, men who had remained in the Marine Corps after serving during World War II, were assigned as instructors.

Upon arrival, the Samoans had little more than a desire to serve their country but in a short while they overcame the language and custom barriers and now they've taken their places with the rest of the Marines in the Corps.

PIO, 15th Rifle Co.,  
Hawaii

### Going Home

Private First Class Pasqualino Marini, a U.S. citizen, was recently assigned to embassy duty in Naples, 18 miles from his home town in Italy.

Marini was born to American parents in the town of SanDonato and, during World War II, he lived in constant danger of having his citizenship

discovered. When the Germans made their determined stand at Cassino, the people of San Donato, four miles away, fled to the hills for safety. At this time 14-year-old Pasqualino was imprisoned by the Germans for aiding an escaped prisoner of war. They spared his life only because of his youth and because they needed workers to bury their dead at Cassino. Marini escaped from the Germans during their retreat to Rome.

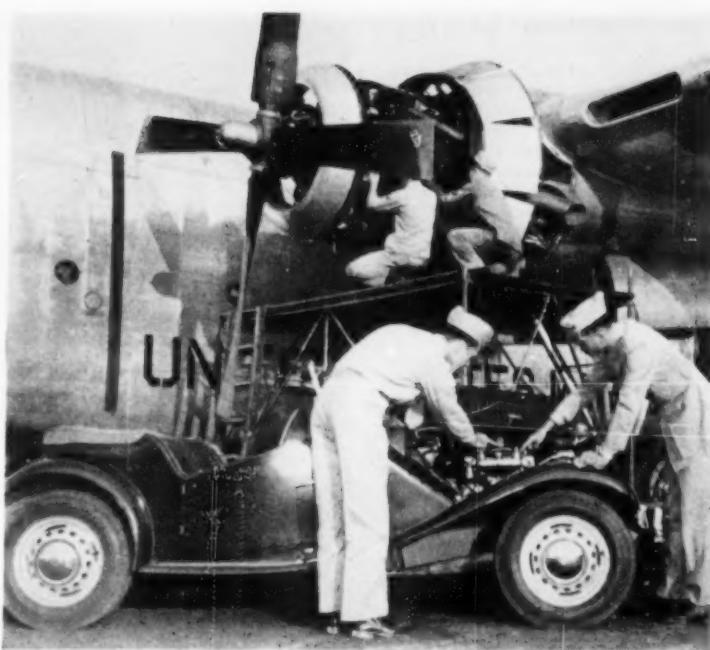
In 1947, after the war, Marini came to the U.S. to live with his brother. Last March he was selected for the Marine Corps and a few months ago he asked for embassy duty, hoping that he might be sent to Europe. Once there, he knew he could visit his mother while on leave. Things went better than he thought possible for he was assigned to Naples, just a few minutes' drive from his home town.

### Alabama Income Tax

Service personnel from Alabama may have a refund coming to them if they paid state income taxes since June 24, 1950.

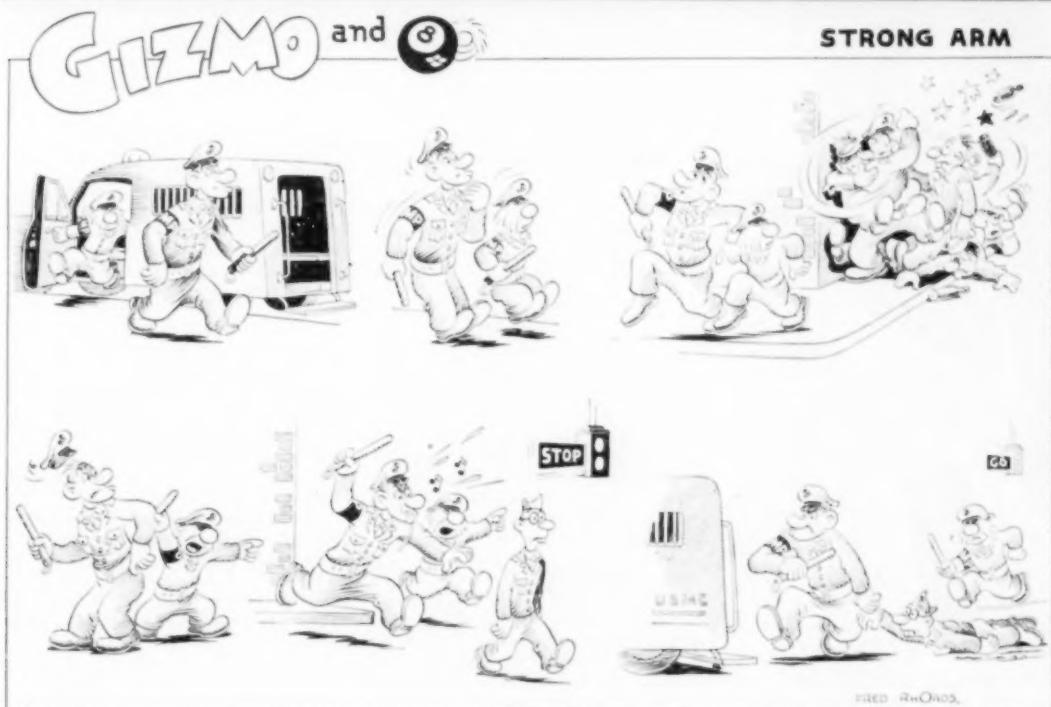
The State of Alabama income tax law contains a provision that "money paid by the United States when the U.S. is at war, and six months after the termination of that war" is excluded from gross income tax.

TURN PAGE



Official USMC Photo

The British MG, described in the article on page 46 of this issue, is regarded highly by the Eastern Carolina Sports Car Club, Cherry Point. Capt. Dick Ward and Lt. George McGahren check carburetor



## WE—THE MARINES (cont.)

The State's Attorney General rendered an opinion stating that the period of the Korea conflict which began on June 24, 1950, is a "time when the United States is at war with a foreign state." Service personnel who have paid state income tax on their military pay for services performed after June 24, 1950, may be entitled to a refund. Information and the forms to claim a refund may be obtained by writing to the State Department of Revenue, Montgomery 2, Alabama.

### Marine Story

A group of Marine Air Reservists at the Squantum Naval Air Station in Massachusetts have chipped in to start the VMF-235 Korean Memorial Fund. The fund is a memorial to the five members of the squadron who did not return from Korea.



Official USMC Photo

Miss Edwards adds her appeal to that of El Toro fund drive



Official USN Photo

Maj. Gen. V. Thomas, RM, Chief of the British Amphibious Warfare Headquarters, inspects honor guard at Annapolis during visit to U.S.

The five men, three killed in action, one missing in action, and the fifth a prisoner of war, are the fathers of five children. To keep the memory of the missing pilots alive, the fliers who returned have pledged \$100 apiece to start the memorial fund. They feel that by the time the youngsters are of age there will be enough money in the fund to send them all to college.

When the enlisted men of the squadron heard the story they chipped in, too. The fund has received a few contributions from outside sources, but it's mostly an all Marine story.

Sgt. P. R. Carroll  
NAS, Squantum, Mass.

### New Fighting Fourth

In a quiet meeting at the San Diego Naval Hospital, a 71-year-old former first sergeant in the old Fourth Marine Regiment, passed along the historically valuable keepsakes of his career to the new sergeant major of the recently reactivated Fourth Marines.

Among the pictures, clippings and relics Henry W. Grebbien saved during his Marine Corps duty was the earliest known picture of the Fourth Regiment, taken in San Diego's Balboa Park during the Panama-California International Exposition in 1915. He gave this picture, along with the rest of his collection, to Master Sergeant Morris S. Shimanoff, the new outfit's sergeant major.

The "Fighting Fourth" is authorized to carry streamers on its Regimental standard for campaigns in Mexico, Santo Domingo, China, the Philippines, Tulagi, Guadalcanal, Bougainville, New Georgia, Emirau and Guam. The unit was reactivated at Camp Pendleton as

part of the famous Third Marine Division.

Grebien joined the Marine Corps in 1903 and served in the Philippines and aboard the USS *Rainbow* before he was discharged in 1907. In 1915, he reenlisted and served with the Fourth Regiment in Mexico and Santo Domingo. He then went to France with the Fifth Regiment where he received the Silver Star Medal and the Croix de Guerre for gallantry in Belleau Wood. Grebbien was discharged in 1919 and made his home in San Diego.

PIO, 3rd MarDiv  
Camp Pendleton, Calif.

### Recruiters' School

The attention of all commanding officers has been invited to the aptitude and background requirements which enlisted personnel must possess in order to qualify for assignment to the Recruiters' School, Marine Corps Recruit Depot, Parris Island, South Carolina.

These following standards are listed in Marine Corps Bulletin No. 18-52:

- a. GCT of 90 or above.
- b. Prior overseas service outside the U.S. (Korean veterans preferred).
- c. Two years high school or equivalent.
- d. Not convicted by court-martial during current enlistment.
- e. Must have two years obligated service or indicate willingness to extend enlistment prior to assignment to school.
- f. Rank of sergeant or above. Neat, soldierly bearing, representative type Marine.
- g. Minimum age 21, maximum age 40, except for master sergeants.
- h. Be able to drive an automobile.

END

# "In keeping with the highest traditions of the United States Naval Service"

## Citations and Awards For Service in Korea.



### **THE NAVY CROSS**

"... for extraordinary heroism . . ."  
"Gold Star in lieu of second award"

LtCol. Harold S. Roise

### **THE NAVY CROSS (First Award)**

LtCol. Harold S. Roise  
SSgt. Bruce Mathewson, Jr. (Posthumous)  
Sgt. James B. Southall  
Corp. Charles V. Rust (Posthumous)  
Pfc Louis J. Sigmund

### **DISTINGUISHED SERVICE MEDAL**

"... exceptionally meritorious service to the Government . . ."

Major General Christian F. Schilt  
Major General John T. Selden

### **SILVER STAR MEDAL**

"... for conspicuous gallantry and intrepidity against the enemy . . ."

"Gold Star in lieu of second award"  
1stLt. Charles S. Duane (Posthumous)

### **SILVER STAR MEDAL (First Award)**

1stLt. Joseph S. Bartos, Jr.  
1stLt. Charles W. Blyth  
2ndLt. Donald S. Burgess  
2ndLt. Ward R. Wenner  
T Sgt. Edwin L. Knox  
T Sgt. Billie W. Martin  
Sgt. Harvey R. Carter, Jr.  
Sgt. Arthur B. Stehner (Posthumous)  
Corp. Samuel A. Hillgrabe  
Corp. Curtis J. Kiesling (Posthumous)  
Corp. Robert T. Lindstrom  
Corp. George A. White  
Pfc Aurelio S. Alito  
Pfc Raymond L. Bowden  
Pfc Bradley F. Cate  
Pfc Charles R. Connelly, Jr.  
Pfc Gerald K. Holmes  
Pfc Thomas K. Rice

### **LEGION OF MERIT**

"... for exceptionally meritorious conduct in the performance of out-

standing services to the Government of the United States . . ."

Col. Robert E. Goler  
Major William G. MacLean, Jr.

### **DISTINGUISHED FLYING CROSS**

"... for extraordinary achievement in aerial flights . . ."

"Gold Star in lieu of . . . Award . . ."  
Capt. Warren R. Young (5th award)  
Major David R. Monk (4th award)  
Capt. George W. Parker (3rd award)  
Capt. Charles G. Whipple (3rd award)  
Capt. Arthur W. Bauer (2nd award)  
Capt. William J. Donovan (2nd award)  
Capt. Edward J. Godfrey (2nd award)  
Capt. Bigelow Watts, Jr. (2nd award)  
1stLt. Frederick K. Purdon (2nd award)

### **DISTINGUISHED FLYING CROSS (First Award)**

LtCol. Robert L. Bryson  
Major Richard J. Flynn, Jr.  
Capt. Edward L. Abner  
Capt. William H. Boedro  
Capt. Norman L. Fredericksen  
Capt. John J. Geuss  
Capt. Jack R. Grey  
Capt. Fred C. Houser  
Capt. Frank M. Jackson, Jr.  
Capt. Robert D. Janssen  
Capt. David H. Kennedy  
Capt. Chester M. Lupushansky  
Capt. John E. McVey  
Capt. Laverne J. O'Homer  
Capt. Leon W. Pierce  
Capt. Glen H. Price  
Capt. William Regan  
Capt. Robert G. Scribner  
1stLt. J. W. Brodgon, Jr.  
1stLt. Warren J. Dilberg  
1stLt. Fred J. Drinkwater, Jr.  
1stLt. Thaddeus Kolankiewicz  
1stLt. Paul G. McClanahan  
1stLt. Ronald I. Severson  
1stLt. Robert T. Smith  
2ndLt. Ronald S. Patten

### **NAVY - MARINE CORPS MEDAL**

"... for heroic conduct . . ."

Capt. Harold J. Henrich  
1stLt. John E. Quigley  
Corp. Albert Readon  
Pfc Felix Brillante, Jr.  
Pfc Ernest C. Nicolopoulos  
Pfc Robert H. Nolen  
Pfc Andrew Velasquez

### **BRONZE STAR MEDAL**

"... for meritorious achievement . . ."

LtCol. Arthur A. Chidester  
LtCol. Michael Dobrovich  
LtCol. Jacob E. Glick  
LtCol. Clifford F. Gulick  
LtCol. John A. Sexton  
Major Leroy T. Fray  
Major Harold G. Howard  
Major Robert S. Hudson  
Major Henry P. Huff  
Major Henry V. Joslin  
Major John C. Lundigan  
Major Eber B. Phillips  
Major Alexander S. Walker  
Capt. Leroy E. Anteater  
Capt. James H. Bergo, Jr.  
Capt. Matthew A. Clory, Jr.  
Capt. Merrill Heward  
1stLt. Audie W. Branson  
1stLt. James M. Honey  
1stLt. John J. Killilea  
1stLt. Stewart B. McCarty  
1stLt. Elmer R. Phillips  
1stLt. William T. Prater  
1stLt. Norman D. Preston  
2ndLt. William C. Holmberg  
2ndLt. Daniel L. Smith  
CWO Herbert W. Beard  
TSgt. John R. Alexander  
TSgt. Charles B. Ash, Jr.  
TSgt. Jesse Mackey  
TSgt. John L. Vergapio  
TSgt. Paul E. Wolfe  
SSgt. Charles L. Engebretson  
Sgt. Henry F. Banoszek  
Sgt. Louis J. Burke  
Sgt. Evans R. Dilks  
Sgt. Lucy D. Nygaard, Jr.  
Sgt. William J. Lance, Jr.  
Sgt. Clinton B. Lowell  
Sgt. Thomas P. Madden  
Sgt. Henry B. Morgan  
Sgt. William G. Pearce  
Sgt. James A. Spink  
Sgt. Dennis D. Turbin  
Corp. Douglas H. Barnes  
Corp. John G. Budde  
Corp. Kale Kalustian  
Corp. Billy J. Paige  
Corp. Leroy Parson  
Pfc. James F. Ahearn, Jr.  
Pfc. Richard D. Brigham  
Pfc. Merle A. Cecotti  
Pfc. Edward M. Domonoski  
Pfc. Herman L. Gilbert, Jr.  
Pfc. Otto V. Halstead  
Pfc. Harvey F. Levine  
Pfc. John S. Llewellyn  
Pfc. Donald R. Russell  
Pfc. James E. Sandford  
Pfc. Frank J. Serna  
Pfc. Lloyd P. Spencer  
Pfc. Stanley Steinberg  
Pfc. Robert E. Tank

END



The Marine mail is heavy for Marilyn; the proposals flow in



She expects a kiss on first date; disappointed without one



"How would I wish the boys in Korea a Merry Christmas?"

# MONROE DOCTRINE

by SSgt. Robert A. Suhosky

Leatherneck Staff Writer

**T**HE BACK DOOR OPENED and a wisp of pink floated by. There was a mild hubbub while the studio photographers set up their lights. They had a picture to take, a reminder that we were present on business, too.

She saw our uniforms and glided to where we were standing.

We discovered why it never snows in Los Angeles, even at Christmas time. Marilyn Monroe could melt an iceberg in less time than a Marine needs to squeeze off eight rounds rapid fire.

Her voice is sweet and low and sounds like honey being poured through fine silk.

"Do Marines ever ask you for dates?" we ventured.

"Oh, yes. And they send questionnaires with all kinds of silly things like, 'Do you own a car? . . . Would you mind being kissed on our first date? . . . Does . . . ?'"

"Would you?"

"I'd be disappointed if I weren't," Marilyn murmured, breaking into a provocative smile.

The point on my pencil broke.

We wanted to know if she had ever received any proposals from the Corps.

Had she?

Shortly after a magazine article about Marilyn—titled *Who'd Marry*



Photos by MSgt. J. W. Richardson

Leatherneck Staff Photographer

*Me*—came out, she received a long list from Korea. "It must have been signed by the whole division. At the top it said, 'The following will marry you. Take your pick: . . .'"

"Do you always answer their mail?"

"I try to. The Marines are really a warm bunch; I just can't keep up with all their mail. When it's delivered, they dump it in a pile about this high on



Marilyn pouts after date with Marine. "We parted strangers."



"What do I think of Marines? I like them better up close."



CamPen Marines—9000—turned out to see this Monroe smile

my living room floor." She leaned forward to indicate a stack about three feet high.

Marines, Marilyn told us, were the first servicemen to come calling on her. Two liberty hounds stomped up to the studio and asked her to dinner. She said, "Yes."

"But a funny thing happened," she remembers. "There were two of them at the studio, yet only one met me after work."

Now here is a Marine, we thought, who really knows how to operate.

"But we met as strangers and parted strangers," Marilyn continued. She sounded forlorn.

Then there was the Marine standing on a corner as Marilyn drove up. "It was the only time I ever picked up anyone," she confessed. "He was a Marine Pfc. He got in the car and said, 'Gee, lady, I just want to go a few blocks.' Three blocks later the Marine got out,

thanked her very politely and went his way.

When we interviewed her, Marilyn was in production, Hollywood's way of saying she was making a picture. It's her biggest role, the part of Lorelei Lee in *Gentlemen Prefer Blondes*.

We asked Marilyn what she thought of Marines.

"I like them better up close," she whispered, then reflected a moment. "And at a distance, too," she added, probably thinking of the near-riots her personal appearances at Camp Pendleton and El Toro have caused. Nine thousand Marines jammed the outdoor stage at Pendleton to see Marilyn. "But I didn't get close to any of them," she remarked regretfully. Probably just as well—and a lot safer.

Pendleton and El Toro are the only bases she's visited so far, although a Marine from San Diego invited her to come there anytime. He's most likely the same guy who passed a downtown Diego movie house where one of her current films was showing and neatly removed her presence from the photo display outside the theater.

Marilyn had a word of advice for the girls back home, waiting for the day when their Marine would come marching back. "Hold on to your Marine," she offered earnestly. "Treat him right."

We were anxious to know how Marilyn would go about saying, "Merry Christmas" to Marines dug in in the foxholes and bunkers of Korea.

When Marilyn looks at you, it's hard to take, even when she gets serious—real serious.

"I wouldn't say it unless I meant it," she said softly. "And to say it and mean it, I'd surely want to be there . . ."

END



Marines were the first servicemen to call on her. "They're really a warm bunch," says Miss Monroe who is not exactly an iceberg herself!

# Sky lines

Edited by MSgt. Robert T. Fugate



Government recognition of the valuable role of light planes in the event of war is a big factor in the expected delivery of 3000 such aircraft this year, according to an article in *Planes*, official publication of Aircraft Industries Association. This figure is based on current production dates.

All non-airline aircraft manufactured for civil use since Korea are being operated for essential business, industry and agriculture, and the light plane industry has a substantial backlog of unfilled orders for civil planes.

As the *Planes* article points out, in case of atomic attack all avenues of ground transportation could conceivably be blocked. In such a case, light planes capable of landing in improvised strips, streets, small fields, or roads are seen as one of the few ways of getting civil defense workers and medical supplies to the disaster scene—and of removing casualties from stricken cities.

\* \* \*

Faced with the problem of overcoming short supplies of critical materials needed for jet plane manufacture, aircraft engineers recently have developed a procedure which makes it possible, in some jet parts, to reduce the requirements for cobalt by approximately 70 percent.

Top engineering brains in the industry have made discoveries leading to savings in columbium, necessitated by the scarcity of

critical materials which would withstand jet engine temperatures as high as 2200 degrees.

New specifications also have been written for boron steels which eventually should permit large savings in nickel, chromium and molybdenum. And titanium is being tested in new alloys which will further reduce the need for columbium.

Some of these critical metals come from such foreign areas as the Belgian Congo, the Canadian wilderness, Turkey and the Far East. Today, the flow of these alloying agents into the United States is a trickle; in an all-out war, this scanty stream could dry up completely.

\* \* \*

Aircraft workers stick on the job longer than workers in other key defense industries, according to Labor Department figures. Only about four workers out of every 100 quit aircraft jobs each month—compared with some six workers who leave the automobile industry and 13 who leave the shipbuilding industry. Labor turnover in the aircraft industry today is even below that of World War II, when government restrictions limited turnover on defense jobs.

\* \* \*

A single giant U.S. transport plane carries enough fuel to drive a passenger automobile 165,000 miles—more than 6½ times around the world at the equator.



Turbo-compound engines of the P2V-5 Neptune performed well in a tour of Naval installations. Crew of specialists have preflight confab

## SOUND OFF

[continued from page 13]

my time is broken and you have to serve a year on active duty. Well, I have already served a year and went out for a little while. Now he tells me that if I don't ship over before one year is up, I will not be allowed to reenlist at all and with no bonus.

Respectfully,

SSgt. Julius Baida, USMCR,  
Marine Air Detachment,  
Naval Air Station,

Dallas, Texas

● Chapter 5400-g, Volume 1, Marine Corps Manual says that a man who stays out of the Marine Corps more than 90 days before reenlisting is not entitled to reenlistment leave or reenlistment bonus. You can reenlist, however, regardless of how long you've been out.—Ed.

## PARATROOPERS

Dear Sirs:

I am writing to you for information for myself and buddies. We have heard rumors that the Corps has started to reactivate the Marine Paratroopers. If this is true we would appreciate it if you would give us some more information about it.

Thank you for your time and consideration. Hoping you can help us.

We remain,

Pfc Tom Norton  
Pfc Al Savvas  
Pfc Webb Phillips  
MAD, NATTC, Bks. 442,  
Naval Air Station,  
Jacksonville, Fla.

● Headquarters, Marine Corps is not planning to reactivate the Para-Marines.—Ed.

END

## NOTICE

The Division of Decorations and Medals, Headquarters, Marine Corps receives many inquiries each day from persons who are seeking information about decorations and awards to which they may be entitled. Often these requests are vague, more often they are illegible written. The Decorations and Medals Branch will be able to produce faster and better service if these original inquiries are typewritten or printed.

Persons who write to the Decorations and Medals Branch are encouraged to include their full name, rank and serial number.



Very Special  
to all my  
friends  
Marilyn Monroe

# MEMO FOR GUMBEATERS

by TSgt. Robert Tallent

**L**O THE VANISHING gumbeater; his tribe is to be decimated again. They've figured out a way for office clerks to become machine gunners! Not only that, the machine gunners, if they want, can turn to supply work.

There are only a couple of things they have to do; meet a requirement or so and—ship over. Anybody in any field, thanks to the latest Marine Corps Memorandum, holding the rank of sergeant or below is privileged to take a whack at a new military occupation.

Special Services men may now apply for duty as rocketeers. Aviation people can take a turn at plumbing. The program is wide open.

First the '03 rifle disappeared, then the campaign hat, now gumbeaters are having the ground hacked out from under them by Memorandum 99-52. How's a griper to properly moan about his status when all he has to do is ship over?

In all probability 99-52 is the biggest boon to the lower four enlisted grades since the last pay increase. To all intents and purposes it practically underwrites the old recruiting slogan of "Travel, Adventure and Education."

Under its provision a man wearing three or less stripes who wants to continue his military career can select any one of these three options: Permanent Change of Station, Retraining (new functional field), or Assignment to a School or Course of Instruction.

While this program is seriously designed to assist men in picking what they wish to do in the Marine Corps, it also tosses a challenge at the crew who've maintained for many years that the grazing is better in the other outfit's bivouac. Under 99-52 they can go over and make a thorough inspection.

Take Option I, Permanent Change of station; it's set up for the travelers. The selection offered in North and South Carolina; The United States East of the Mississippi River; Southern California; The United States West of the Mississippi River; Overseas (including Korea). There's a small gimmick in this one. Troops who haven't finished their overseas tours, or are in a T&R Command under orders as replacements to the Far East, or with a seagoing detachment needn't bother to apply. Understandably enough they aren't eligible. For anybody else though who

fulfills the requirements their choice is guaranteed.

Selecting a new job is easy under Option II (Retraining). It is handled 30 days before shipping over. Main condition is that the person requesting the switch-over meets the necessary requirements for successful performance of duty in the occupational field selected. Troops wishing to take advantage of this part of the memo may submit a list of three preferred fields. Headquarters, Marine Corps, will have the final say as to which occupational field the Marine will be retrained in. However, men will be notified of the decision prior to reenlisting.

Option III is set up for the Marine who wants more schooling in his own particular functional field. Men who express their desire to reenlist for this purpose are assured that they will receive first consideration in assignment to schools or courses of instruction in their present occupational field.

Getting a school is limited by two factors, entrance requirements, and the existence of quotas for the school. If the application is sent to Headquarters, Marine Corps, 30 days in advance of discharge the individual will be informed before reenlisting whether or not his request is approved and the anticipated date that he will be assigned to school.

Former Marines who are eligible for reenlistment and reappointment to the rank of sergeant or below can also be guaranteed any one of the three options subject to minor administrative modifications. All paper work concerning Memo 99 will be handled through normal channels: company, detachment and recruiting offices.

Memo #99 isn't a mortal blow to gumbeaters—more of a solar plexus punch. Nobody wants to see this hardy crew of non-conformists vanish from the ranks. The Corps would never be quite the same. Occasionally, though, it is desirable to subdue these characters. Next time a befeer is screaming about his military misfortunes in the squad room, wave a copy of #99 under his nose.

Tell him he can't miss if he re-enlists. If he still doesn't pipe down, take advantage of it yourself. Under #99 you don't have to serve in the same outfit with characters like that.

END

## HIGH SPEED . . .

[continued from page 49]

Many owners only begin to spend their money with the purchase of the MG. The stock car weighs 2050 pounds, and it is possible to reduce this as much as 800 pounds. One of the best known of these special jobs is owned by Jon von Neuman whose car has a top speed of more than 100 mph, and who can out-accelerate a Jaguar from a standing start.

Having a price of under \$2000, the MG is quite a bargain.

Getting back up in price, this time around \$7000, you can have an Aston Martin, another British-made beauty.

The Aston Martin looks—and is—expensive.

It looks—and is—fast.

Top speed of around 120 mph, with the following acceleration rate: 0 to 30 mph, 3.9 seconds; 0 to 50 mph, 8.1 seconds; 0 to 60 mph, 10.8 seconds, and to 70 mph in less than 15 seconds.

The Aston Martin has a wheel base of 99 inches, overall length of 162½ inches.

There are several other American cars worthy of mention.

One of these is the Nash-Healey, and the model with the new Farina body is a real beauty. The power plant is the Nash "Dual Jetfire" Ambassador overhead valve, six-cylinder engine, and it comes equipped with two SU carburetors and an oversized intake manifold.

Top speed approaches 110 miles per hour, with a pick up to 30 mph in 4.1 seconds, and reaching 80 in 22.7 seconds.

It has a wheel base of 102 inches, overall length of 170 inches and clears the road by 6 inches.

Another is the Muntz Jet, being produced by Earl "Madman" Muntz, whose radio commercials have driven daffy even the stables of West Coast Marines.

The Muntz Jet is what used to be the Kurtis sports car. Its 113 inch wheel base permits a back seat, and its stock Cadillac V-8 engine will take it over the roads at 125 miles per hour.

There are many other cars on the market not mentioned, including such well known makes as the Alfa Romeo and the Siasi from Italy, the Simca and Delahaye from France, and Spain's Pegaso, product of what used to be the Hispano Suiza factory in Barcelona. You could write a book. And this is no book.

There is considerable disagreement on just what is a sports car.

*Auto Magazine*, which sports car enthusiasts regard as the authority in the field, lists these qualities as essential:

1. Light, positive steering that allows for quick correction.
2. Smooth, firm suspension, providing reasonable lateral stability on turns.
3. Favorable power-to-weight ratio, giving good acceleration and good economy. Anything under 25 pounds per brake horsepower is fairly good.
4. Proper weight distribution fore and aft, with freedom from overhang.
5. Good wheel base-to-tread ratio and low center of gravity, located a few inches above the hub-line.
6. A minimum of unsprung weight carried below the suspension.
7. Brakes with good weight-to-lining ratio, which allows for quick stopping, minimum fade, and good cooling characteristics.
8. Four speed transmission, although three-speed is satisfactory under certain conditions.

9. An engine with a bore and stroke of about the same measurement, limiting destructively high piston speeds which cause vibration and rapid wear while subjecting the rod bearings to unnecessary loads. An engine that will roll at 70 mph without exceeding a piston speed of 2500 feet per minute generally is a good one.

10. An engine with a compression ratio capable of using standard fuels without undue "pinging."

The body, remember, can be of any type, convertible, open or closed, so long as it is fairly light and has a low frontal area.

Road racing is fast becoming a major sport again—and one that is attracting spectators as well as sports car owners. It is an exciting sport, but dangerous, too. Dangerous for the driver, dangerous for the spectator. Both have to know what *not* to do.

The hot shot driver, who can't resist showing off, doesn't win races. Doesn't live long, either.

Top racing drivers are those who study the course thoroughly, who memorize details of road surfaces, sharpness of turns, who figure out when to shift gears and know why.

The good race driver is the consistent driver.

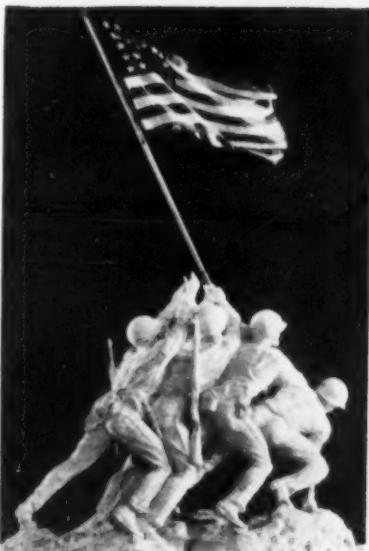
After studying the course, and taking a few times around, he finds his pattern, braking, shifting, powering out of the curves and corners. He stays with this pattern, too, getting the most out of his car.

Road racing is where you find the sharp corners, 90-degree turns and even sharper. Here is where the men are separated from the boys.

The grandstander who roars into a corner, relying (*continued on page 80*)



## Just Off The Press!



**HELP YOUR MEMORIAL FUND!** The statue of the Iwo Jima Flag Raising is being dedicated to you and your buddies, symbolic of the heroism of all Marines during all Wars. Profits from the sale of this Marine Corps History will be donated to the Marine Corps War Memorial Foundation to help erect this huge memorial. It is the largest bronze statue that has ever been planned as a dedication to the traditions of American fighting men. The dollar that you spend for your Marine Corps History will help make this memorial a reality.

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[continued from page 53]

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 TRACETTE, J. Jr., Corp., New York  
 TURSELLINO, J. A., Pfc., Brooklyn  
 VISCARDI, A., Pfc., Whitestone  
 VOTACK, F. W., Corp., Malverne  
 WELSH, V. P., Pfc., Haverstraw  
 WILLIAMS, W., Pfc., New York  
 WOLAN, T. C., TSgt., Schenectady  
 WOODS, R. A., Corp., New York  
 ZACHLOD, T. E., Ssgt., Manhasset  
 ZAVATTIERI, A. J., Pfc., New York

### NORTH CAROLINA

BECK, R. N., Pfc., Balsam  
 BLACKBURN, P., Sgt., Thomasville  
 CURRY, R. L., Pfc., Bryson City  
 DRUMGOLD, W. M., Pvt., Littleton  
 HARRIS, G. D., Ssgt., Camp Lejeune

HIPPS, H. C., Jr., Pfc., Charlotte  
 JONES, M., Pfc., Franklinton  
 KISTLER, J. A., Pfc., Marion  
 LEVISON, F., Pfc., Laurel Hill  
 MASSIT, L. C., HM2, New Bern  
 MONTGOMERY, D. M., Pfc., Charlotte  
 NASH, T. A., HM3, Statesville  
 NIX, J. D., Pfc., Gastonia  
 PAYNE, J. E., Corp., McLeansville  
 POOLE, L. E., Jr., Corp., Zebulon  
 QUALLS, T. F., 2dlt., Burlington  
 WILSON, J. C., Sgt., Stanley

### NORTH DAKOTA

CROWE, R. L., Pfc., Valley City  
 FEDORENKO, E. S., HM, Kief  
 SCHNEIDER, J. J., HM, Jamestown  
 SKJERHEIM, O. P., Pfc., Grand Forks  
 SKJERHEIM, O. D., Pfc., Loma  
 WHITNEY, W. G., Corp., Steele

### OHIO

ARKO, T., Pfc., Euclid  
 BARNES, R. J., Pfc., Elvira  
 BERKENSTOCK, B. C., HM3, Lakemore  
 BROWN, J. B., Pfc., Maple Heights  
 BROWN, T. R., Pfc., Cleveland  
 BRUSH, H. J., Jr., HM, Wellsville  
 BURT, E. E., HM, Cincinnati  
 CAIN, F. D., Corp., Rolly  
 CALVERT, W. R., HM, Mansfield  
 GOTTERMAN, O. D., Ssgt., Dover  
 CREACHBAUM, T. L., Pfc., Greenfield  
 DELPH, H. C., Jr., Pfc., Hamilton  
 DITMER, M. D., Sgt., Cincinnati  
 DONEFF, D. F., Pfc., Newark  
 DOTSON, L. A., Pfc., Cleveland  
 DUGGING, J. L., Pfc., Irondale  
 ECKERLY, T. L., Jr., Pfc., Toledo  
 EVANS, D. L., Pfc., Dayton  
 EVANS, R. S., Ssgt., Mansfield  
 FORD, G. G., Pfc., Mansfield  
 GETZ, C. M., Jr., HM, Mount Orab  
 GROUX, F. C., Jr., Corp., Martins Ferry  
 MAAGARA, L. S., Pfc., Cleveland  
 HARRISON, L. S., Corp., Northup  
 HEDGES, R. J., HM, Circleville  
 HORNER, J. A., Pfc., Canton  
 JOHNS, C. M., Corp., Akron  
 JONES, E., Pfc., New Lenox  
 JONES, K., Pfc., Middletown  
 KIEFER, D. W., Pfc., Wapakoneta  
 KING, C. F., Pfc., Painesville  
 KOENINGER, R. C., Corp., Cincinnati  
 KUDELL, R. J., Sgt., Cincinnati  
 LANDACRE, A. L., Pfc., Morrow  
 LONG, H. D., Pfc., Lorain City  
 MASON, W. L., Ssgt., Philo  
 MATTHARD, D. G., Pfc., Princeton  
 MCCARTNEY, V. G., Pfc., Akron  
 McGILVERY, J. F., Pfc., Dayton  
 MORELAND, H. W., Jr., Pvt., Irondale  
 MOSLEY, G. F., Pfc., Chillicothe  
 NEWMAN, G. G., HM, Columbus  
 NIELSEN, G. M., Pfc., Brush

OLIVER, R. J., Sgt., Weston  
 PAVEL, J. H., Pfc., Delphos  
 PAYNE, R. L., HM, Fosteria  
 PERDUE, P. M., Pfc., Excello  
 PERLMAN, K. A., Pfc., Cleveland  
 PORTER, D. L., Pfc., Cleveland  
 RATTA, D. G., Pfc., Wadsworth  
 ROBERTS, M. F., HM, Maple Heights  
 ROYER, J. F., Pfc., Cincinnati  
 SCHOLLE, F. H., Corp., Cincinnati  
 SHANAHORN, W. J., Corp., Columbus  
 SMOLENSKI, B. D., Pfc., Toledo  
 STEEL, C. J., Pfc., Toledo  
 STONEY, D. O., Pfc., Greenfield  
 TARLETON, T. P., Jr., Pfc., Holmesville  
 TURNER, J. O., Pfc., Cleveland  
 WILDER, J. O., HM, Cleveland  
 BAER, J. R., Corp., Warren

### OKLAHOMA

BOWLIN, E. M., HM2, Stillwater  
 CRAIN, L. B., Pfc., Harden City  
 HALL, J. K., Pfc., Frederick  
 HARMON, D. G., Pfc., Oklahoma City  
 HUFFINGTON, D. A., Corp., Grandfield  
 LARUE, J. H., HM1, Clinton  
 REESER, G. C., Pfc., Jefferson  
 TAYLOR, S. L., Pfc., Pryor  
 WARRIOR, O., Corp., Ponca City

### OREGON

ANDERSON, R. B., Jr., Pfc., Portland  
 CANNON, D. B., Pfc., Winston  
 CARLSON, J. P., Pfc., Klamath Falls  
 DIMA, J. E., Pfc., Baker  
 SPERJESI, J. A. Jr., Pfc., Portland  
 KROUT, R. J., Corp., Astoria

### PENNSYLVANIA

APPLE, C. L., Jr., Pfc., Riegelsville  
 BAJACK, S., Pfc., Tarentum  
 BANFIELD, G. C., Pfc., Beavercreek  
 BLAKELY, G. J., HM, Erie  
 BOCKO, M., Pfc., Bangor  
 BREIG, T. J., Pfc., Moosic  
 CAPROVIC, E. W., Pfc., Allentown  
 CARPENTER, J. L., Pfc., Philadelphia  
 CARNEY, J. F., Pfc., Philadelphia  
 CESSNA, G. A., Ssgt., Bedford  
 CONLEY, R. D., HM, New Kensington  
 CUNNINGHAM, W. L., Sgt., New Castle  
 DEMKO, G. J., Pfc., Catasauqua  
 Dempsey, J. E., HM1, Johnstown  
 DOLLINGER, R. H., Pfc., Cheltenham  
 EVANS, A. H., HM2, Wilkes-Barre  
 FIDLER, R. J., Jr., Sgt., Greensburg  
 FIDLER, K. L., Sgt., Lancaster  
 FINGERHUT, D. S., Ssgt., Coraopolis  
 FISHER, E. F., Corp., Philadelphia  
 FOLSOM, J. A., HM, Pittsburgh  
 FRANCIS, F. W., Corp., Chester  
 GALLAGHER, E. W., Ssgt., Elizabethtown  
 GAUGHAN, J. P., Pfc., Ashland  
 HALE, J. K., Corp., Turkey City  
 HILL, H. B., HM, Schuylkill Haven  
 HODINIK, J. F., Pfc., Dauphin  
 HOSTLER, G. W., Pfc., Forest Grove  
 JOHNSON, B. D., Pfc., Philadelphia  
 KANE, F. J., Pfc., Philadelphia  
 KASTRONIS, V. L., Pfc., McKeesport  
 KEITER, F. J., Pfc., Philadelphia  
 KENNEDY, B. F., Pfc., Landenberg  
 KIRSHMAN, J. J., Pfc., Philadelphia  
 KNIGHT, J. L., Pfc., Chester  
 KLINE, L. L., Pfc., Twin Rocks  
 KRISANAK, C. J., HM, Newville  
 KREPP, C. J., Pfc., Greenville  
 KUBIK, C. R., Pfc., Vandergrift  
 LaMENDOLA, J., Pfc., Danora  
 LEONARD, W. A., Pfc., New Kensington  
 LOFTUS, J. B., Pfc., Pittsburgh  
 MARYANSKI, S. J., Pfc., Philadelphia  
 McCARTNEY, G. L., Pfc., Sharon  
 McCONAUGHEY, J. E., Pfc., Burgettstown  
 McFADOSH, S., Ssgt., Midway  
 MITCHELL, R. R., Corp., Lewistown  
 MOORE, F. O., Jr., Pfc., Etna  
 MORRISON, A. G., 1stLt., Pittsburgh  
 MORTIMER, G., Pfc., Allentown  
 MOZIER, A. J., Pfc., Philadelphia  
 NARDONE, S. J., Pfc., Pittston  
 NEILON, J. J., Pfc., Philadelphia  
 PECCELLI, N. S., Corp., Pittsburgh  
 PARISH, W. J., Pfc., Wilcox  
 PETERS, L. J., Pfc., Oxford  
 POLLNOW, W. A., Pfc., Philadelphia  
 RAKESTRAW, E. H., Pfc., Haverford  
 ROSENKRANTZ, E. G., Ssgt., Plaistow  
 SCOTT, W. L., Pfc., Philadelphia  
 SHANNON, W. S., Pfc., Philadelphia  
 SMITH, D. J., Pfc., Spruce Creek  
 STITT, C. H., Pfc., Wilkinsburg  
 THOMAS, C. S., Corp., Forty Fort  
 TOMICIC, D. C., Corp., Glensport  
 VALENTINO, R. L., Sgt., Philadelphia  
 WOODWARD, E. C., Pfc., Mansfield

### RHODE ISLAND

BOUCHER, A. J., Pfc., Central Falls  
 LACEY, R. J., Pfc., Pascoag

### SOUTH CAROLINA

BURNETT, C. C., Pfc., Union  
 CHESSER, J. S., Jr., HM3, Lancaster

*Give!*



## Subscription Price Increase

Effective with the January, 1953 issue, the subscription rates for the *Leatherneck* will be as follows:

One year	\$3.00
Two years	5.50
Three years	7.50

The price of individual magazines will remain at 25¢ per copy.

Except for a short period at the end of World War II, the subscription rate for the *Leatherneck* has been \$2.50 for one year since 1930.

This rate change is made necessary by the great increase in production costs of publishing your 80-page *Leatherneck*.

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HAWKINS, R. M., Pfc, Anderson  
MITCHELL, J. J., Pfc, Bamberg  
WRIGHT, J. W., Pfc, Great Falls

#### SOUTH DAKOTA

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DETHLEFSEN, M. H., Pfc, Stickney  
FELICIA, F. G., HM3, Lower Brule  
GILLIS, B. E., Pfc, Juba  
GOMSRUD, O. E., Pfc, Lake Preston  
JOHNSON, A. L., Pfc, Dupree  
KING, G. F., Pfc, Harrison  
LEONARD, W. E., HM3, Aberdeen  
OLSON, R. A., Pfc, Longford

#### TENNESSEE

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BRADEN, C. E., Pfc, Oliver Springs  
BURNET, C. L., Ssgt, Chattanooga  
CANTRELL, J. W., Pfc, Junction  
COFFER, J. T., Pfc, Memphis  
GREGORY, B., Corp, Riddleton  
MATMON, R. C., Pfc, Memphis  
HOOD, R. F., Jr., HN, Nashville  
ISHAM, R. H., Pfc, Rockwood  
LONG, B., Jr., Pfc, Rockwood  
MATHIS, W. T., Pfc, McKinnon  
MAYNARD, K. C., Pfc, Spencer  
MCKEE, J. W., Pfc, Saulsberry  
MCMASTER, J. C., Jr., Pfc, Memphis  
OMARY, G. T., Pfc, Kingsport  
PARKERSON, C. E., Pfc, Knoxville  
ROBERTSON, E. L., Corp, Chattanooga  
SCARROUGH, F. Jr., Corp, Harriman  
SLAUGHTER, G. C., Corp, McMinnville  
WALKER, J. A., Pfc, Knoxville  
WARREN, B. D., Pfc, Shelbyville  
WEBB, J. M., Pfc, Fulton  
WELCH, W. M., Pfc, Moss

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ADAMS, J. D., Pfc, Zapata  
BELL, G. J., Pfc, Rosebud  
BELL, L. B., 2dLt, Houston  
BRAY, B. P., Pfc, Dallas  
BROOKS, R. L., Pfc, Houston  
CADERNA, A. S., Pfc, San Antonio  
CARRINGTON, G. A., Pfc, Midway  
CLARK, H. C., Jr., Ssgt, Houston  
CLARDY, J. G., Pfc, Panto  
CRAIN, K. R., Pfc, Lubkin  
DAVIS, D. L., Pfc, Galveston  
DAVIS, J. L., Pfc, Galveston  
DOMINGUE, C. J., Corp, Port Arthur  
DONAHUE, G. P., Pfc, North Zulch  
DUBY, F. J., Pfc, Berger  
DUCOTE, R. J., Corp, Houston  
EXLEY, E. E., Ssgt, Prairie Hill  
FISCHER, A. A., Corp, Fort Worth  
GALVAN, V. C., Pfc, Lubbock  
GOODMAN, B. L., Pfc, Beaumont  
HARDING, M. D., Pfc, Greggton  
HERNDON, J. C., Pfc, Wharton  
HISLER, N. R., Jr., Sgt, Houston  
HOLLUMS, M. W., Ssgt, Lockney  
HUTCHINSON, W. R., 2dLt, Irving  
KEEPEL, E. O., Pfc, San Antonio  
LAKE, F. P., Jr., Sgt, Houston  
LOGAN, A., Pfc, Beaumont  
LOVEN, C. A., Pfc, Harlingen  
MASON, H. H., Corp, Fort Worth  
MERRITT, G. C., Corp, Snyder  
MOAK, M. G., Corp, West  
ONTIVEROS, J. S., Pfc, Fredericksburg  
PARADISE, C. A., Pfc, Irving  
PARKER, J. H., Pfc, Bay City  
PETERS, W. H., Sgt, McKinney  
PETKOYSEK, M. H., Corp, Beaumont  
RAKESTRAW, R. S., HM3, San Antonio  
ROBERTS, J. J., Pfc, Overton  
ROBERTSON, R. D., Corp, Breckenridge  
ROBLES, J., Sgt, El Paso  
SANchez, E., Pfc, Fort Worth  
SCHROEDER, H. C., Jr., Corp, Dickinson  
SMITH, J. M., Ssgt, Old Ocean  
TAYLOR, J., Pfc, Houston  
WHITE, D. B., Pfc, Cameron  
WISENER, G. W., Pfc, Coleman  
WORD, J. G., 2dLt, Dallas

#### UTAH

ARRIVE, S., Pfc, Duray  
LOYATO, L., Pfc, Salt Lake City  
REID, J. J., Pfc, Monmouth  
STENS, G. I., HN, Salt Lake City

#### VERMONT

MAYNARD, M. A., Tsgt, St Albans  
MOORE, J. Jr., Pfc, Bellows Falls  
WRIGHT, E. M., Jr., Tsgt, Waterbury

#### VIRGINIA

BROWN, H. S., Pfc, Bartley  
CAMPBELL, C., Pfc, Abingdon  
COFFMAN, C. E., Jr., Sgt, Portsmouth  
DIXON, J. K., Jr., Msgt, Richmond  
DRINKARD, B. E., Sgt, Lynchburg  
GAVIS, J. S., Jr., Corp, Winchester  
GICEWICZ, F. X., Ssgt, Fredericksburg  
GILES, B. D., Pfc, Chatham  
HALL, W. L., Pfc, Clifton Forge

HUDSON, R. I., Ssgt, Charlottesville  
McFADDEN, T. F., Corp, Abingdon  
MOORE, D. H., Ssgt, Arlington  
NETHERY, T. E., Ssgt, Dumfries  
NIGRO, A., Ssgt, Portsmouth  
PADULA, P. A., Tsgt, Alexandria  
SILVERS, W. C., Pfc, Norfolk  
STEWART, K., Pfc, Brooks

#### WASHINGTON

CAMPBELL, R. V., Corp, Seattle  
CHRISTIANSEN, D. G., Pfc, Aberdeen  
COBB, H. M., Ssgt, Bremerton  
COWERS, L. E., Pfc, Everett  
GREEN, W. D., Pfc, Seattle  
HARALSON, W. R., Ssgt, Everett  
HARDY, M., Jr., Pfc, Bremerton  
HERMAN, M., Pfc, Mossyrock  
HUTCHENS, F. M., Tsgt, Seattle  
OSEN BROCK, A. A., Corp, Seattle  
RAUH, S. H., 2dLt, Seattle  
ROBINETTE, H. M., 2dLt, Lake Stevens  
WILLIAMS, J. A., Pfc, Tacoma

#### WEST VIRGINIA

ARBOGAST, C. F., Corp, Fairmont  
BAILEY, T. R., Pfc, Roanoke  
BEASHAM, W. H., Pfc, Sharon  
BLAKE, C., Pfc, Clarksburg  
DOWNING, G. E., Pfc, Beckley  
ELKINS, C. L., Corp, Keyser  
GILLESPIE, C. H., Pfc, Lost Creek  
HIBBS, M. F., Pfc, Booth  
HUFFMAN, S. S., Corp, Milton  
JOHNSTON, W. F., Pfc, Wheeling  
KENNEY, J. W., Jr., Pfc, Beckley  
LILLE, W. W., Pfc, Nitimz  
RILEY, J. P., Corp, Norton  
SANDERSON, N., Pfc, Kenova  
TETRICK, B. R., Corp, Shinnston  
WARD, H. A., Sgt, Queen Shafts  
WILEY, F. V., Ssgt, Charleston

#### WISCONSIN

ANDERSON, C. M., Ssgt, LaCrosse  
BEAVER, T. D., Pfc, Milwaukee  
BEHNKE, H. H., Pfc, Clinton  
BENZ, F. A., Pfc, Stratford  
BIALOWSKOWSKY, A. J., Corp, Milwaukee  
BRESKE, J. Jr., Pfc, Elkhorn  
BYERS, C. R., Pfc, Boscobel  
CHAPMAN, R. L., Sgt, Ridgeway  
DEFRATIES, W. L., Pfc, Janesville  
DIONNE, R. J., Pfc, Milwaukee  
EASTLICK, E., Pfc, Platteville  
ENGEL, R. R., Sgt, Milwaukee  
ESSMANN, U. R., Corp, Milwaukee  
FAULKNER, L. L., Jr., Pfc, Boscobel  
FRANSZCZAK, B. V., Corp, Milwaukee  
HALKOWITZ, R. J., Pfc, Racine  
HOOPPE, D. D., Pfc, Bruce  
INDE, L. J., Corp, Milwaukee  
JANECKY, C. T., Pfc, Racine  
JOYNOR, A. L., HN, Madison  
KOCHEK, R. J., Corp, Milwaukee  
JOHN, W. J., Jr., Pfc, Wausau  
KRAUTRAMER, L. G., Pfc, Adell  
KUNZE, G. E., Pfc, Abbotsford  
LIBOWSKI, R. J., Pfc, Cedarburg  
LIGHTFOOT, J. W., Pfc, Stoughton  
LONZO, W. W., Pfc, Denmark  
LORENZ, J. L., Corp, Boyd  
LUEDTKE, R. E., Corp, Wausau  
MAIER, J. L., Pfc, Milwaukee  
MASON, J. H., 2dLt, Chippewa Falls  
MILLETTE, W. E. G., Corp, Madison  
MUELLER, D. D., Corp, Milwaukee  
OBRIEN, P. J., Corp, Delavan  
RADOVICH, E. S., Pfc, Milwaukee  
RIBAR, A. J., Pfc, Milwaukee  
ROSSO, H. A., Pfc, Sheboygan  
SCIFO, S., Pfc, Milwaukee  
SIMON, J. A. E., Pfc, Calvary  
SODA, V. R., Pfc, Princeton

#### WYOMING

BISHOP, K. J., Pfc, Evanston  
VROMAN, C. A., Pfc, Edgerton

#### HAWAII

ARAKAKI, J. M., Pfc, Oahu  
ASATO, J. M., Pfc, Honolulu  
BRUHN, W. H., Jr., Pfc, Honolulu  
FREITAS, R. C., Pfc, Honolulu  
GAHAN, J. P., Pfc, Oahu  
GONZALEZ, H. P., Pfc, Honolulu  
HAWEELL, R., Pfc, Kailua-Kona  
KAMADA, J. H., Jr., Pfc, Kailua  
KITAGUCHI, H. H., Pfc, Maui  
MALUYO, G. D., Pfc, Kauai  
OSHITARA, S., Pfc, Kahala Kai  
PHILLIPS, R. E., Pfc, Honolulu  
WONG, S. H., Pfc, Maui

#### PUERTO RICO

CINTRON-RUIZ, A. E., Pfc, Santurce  
CORREA-JIMENEZ, H. D., Pfc, Vega Alta  
DAVILA-DIAZ, T., Pfc, Guayama  
DOMENA, A. N., Pfc, Manati  
GONZALEZ-PEREZ, A. L., Pfc, Utuado  
MARCANO-PAGAN, I., Pfc, Fajardo

MELETICHE-PACHECO, C., Pvt, Yonoco  
MORALES-REYES, H., Pfc, Puerto de Tierra  
ORTIZ-GONZALEZ, G., Pfc, Ponce  
PIETRI-CASTILLO, R., Pfc, Mayaguez  
PINERO-MORALES, R., Corp, Santurce  
PEREZ-RODRIGUEZ, P., Pvt, Santurce  
RAMIREZ-MONTALVO, F. B., Pfc, San German  
RIVERA-FABON, A., Pfc, Vega Baja  
RODRIGUEZ-DIAZ, J. R., Pfc, Humacao  
TORRES-TORRES, R., Pfc, Ponce  
VAZQUEZ-BONILLA, A. J., Pfc, Juana Diaz

#### ALASKA

ALEXANDER, A. N., Pfc, Hydaburg  
CASEY, J. C., Pfc, Wrangell

#### VIRGIN ISLANDS

LEERDAM, N. A., Pfc, St. Thomas

#### CANAL ZONE

HARRIS, R. C., Pfc, Balboa

#### PHILIPPINES

MALUYO, C. D., Pfc, Illocos Norte

#### CANADA

BURCH, R. J., Jr., Pfc, Alberta

#### CHILI

DAWSON, J. S., 2dLt, Santiago

#### JAPAN

FAULKNER, L. W., Tsgt, Kogoshima

#### MISSING IN ACTION

#### CALIFORNIA

EILAND, H. J., Maj, Costa Mesa

#### COLORADO

CLARY, R. H., Capt, Grand Junction  
WILLIAMS, F. L., Pfc, Colorado Springs

#### FLORIDA

ALBERT, R. S., Pfc, Tampa

#### GEORGIA

WALKER, E. A., 2dLt, Atlanta

#### INDIANA

LYNCH, D. W., Pfc, Indianapolis

#### ILLINOIS

LINDBERG, A. D., Corp, Osco  
McDANIEL, R. L., 2dLt, Monticello  
ORE, R. H., Pfc, Berwyn

#### LOUISIANA

DEQUIRE, G., Pfc, Morgan City  
MINES, C. H., Corp, Mayaguez  
VEILLON, L. D., Pfc, Ville Platte

#### MICHIGAN

IRONS, L. J., Pfc, Lum

#### NEW HAMPSHIRE

ROY, L. E., Pfc, Manchester

#### OHIO

TROTTER, D. K., Jr., Capt, Alliance

#### TEXAS

KEISER, J. C., Pfc, Edcouch  
LIPSCOMB, R. B., Jr., Capt, San Angelo  
LONG, M. D., Pfc, Cayuga

#### WISCONSIN

SCHNITZLER, H. W., Pfc, Milwaukee

#### PUERTO RICO

GARCIA, F. L., Pfc, Utuado

#### CANADA

STRACHAN, R. A., Jr., Corp, Windsor

END

# BOOKS REVIEWED



**MARINE CORPS HISTORY.** A Pictorial History of the Marines. By J. de M. Cirne Crane. Army and Navy Publishing Co., Baton Rouge, La.

Price \$1.00

The author of this booklet has managed to cram 177 years of Marine Corps history into 68 pages. Considering the task, he's done a remarkably fine job.

Mr. Crane has gathered between these covers an excellent collection of photographs and reproductions which are a fitting addition to the library of anyone, military or civilian, who has an interest in the Corps.

To augment the pictures and carry the continuity, a written sketch of Marine Corps history is also included. Although the booklet lives up to its

title as a history, particular emphasis is given to the period from World War I to the present time.

The book also contains chapters on Marine Aviation, the Fleet Marine Force, Women Marines and the Marine Reserve. It includes chronology, a list of Marine Congressional Medal of Honor winners and a map showing Marine Corps WW II engagements, making the booklet a valuable reference.

The Army and Navy Publishing Company, Baton Rouge, La., are the publishers under the auspices of the Marine Corps War Memorial Foundation. Part of the profits will be used in payment for the large permanent statue of "The Flag Raising at Iwo Jima," to be erected in the nation's capital.

SSgt. John P. McConnell

**PRIMER OF ELECTRONICS AND RADIANT ENERGY.** By Don Caverly. McGraw-Hill (Second Edition).

Price \$5.50

The profusely illustrated and well diagrammed text covers electronics on a "beat" all the way from atomic structure to radar and guided missiles with particular attention paid to electromagnetic radiation and electron tubes.

Housewives, salesmen and store clerks may find in Mr. Caverly's treatise the answers to many of the questions of this "Atom Age." However, if the housewife hasn't had a high

## HIGH SPEED . . .

[continued from page 77]

on his brakes, isn't going to make many such corners.

Tazio Nuvolari, one of the greatest drivers of all time, had two rules:

Enter a corner as slowly as possible and get out of that corner as quickly as possible.

The driver who takes a 15 mph corner at 16 miles per hour is not a good driver.

The great drivers seldom hit the brakes. They keep the car under control with skillful use of engine compression, the gas pedal and the gear shift.

Remember in the early days of aviation, when it was said that a good pilot "flew by the seat of his pants?"

It is much the same in sports car racing.

Centrifugal forces are constantly batting the car this way and that as it maneuvers in and out of turns. These forces can be felt in the driver's seat, and, once they are recognized, can be used by the good driver to great advantage.

All the words in the world won't teach a man to be a good driver. Natural coordination, long practice, and the ability to use his head for something more than a hat rack are what it takes.

A lot can be learned by watching experienced drivers.

Races are scheduled all over the country, from Palm Springs to Long Island and back again. Be warned, though, that racing fever is contagious and, once bitten, the victim seldom is cured.

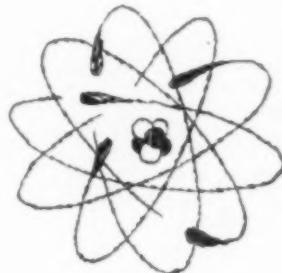
school course in physics, this primer will pass her by in a hurry. Those involved in electronics and physics in the military should find the book an up-to-date, basic lesson in what goes on in an atomic explosion or how airplanes land on strips the pilot can't see.

Mr. Caverly first presented his book ten years ago. In the decade, that book became obsolete and now we have a completely revised text which answers a lot more questions than most of us can ask.

Don Caverly is particularly well qualified for the job he has done. Employed for many years by Sylvania Electric Products Incorporated, he has had the opportunity to study all the new and vital theories of matter and energy.

Since that day in 1945 when the United States government blew a big chunk of the New Mexico desert sky-high, everybody has been doing a lot of wondering and worrying—Caverly's book should eliminate most of the wondering.

Neal Litwin



Pride of ownership, the pleasure of driving a fine car, blood tingling thrill of competition—all of these contribute to the increased interest in sports cars today. There is satisfaction, too, for the mechanically inclined, the screwdriver engineers who can get the last ounce of performance from a motor.

The little sports cars that dart in and out of traffic, taking good natured banter from truck drivers and drivers who handle their automobiles like trucks, are not without their moments of humor.

In Hollywood there's a comic who drives an MG. He has a transparent sign made for the back of his car which lights up when he presses a foot switch. When a driver following behind blatantly honks for the right of way, he lights the sign, which reads: "You mean poor widdle ME?"

END

**L**f you can't be with your family this Christmas . . .



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Gift subscriptions will start with the January, 1953, issue, which will be mailed just at Christmas time. And we'll send a beautiful card to announce your gift in plenty of time to be read on Christmas Day.

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TO OFFER BOTH REGULAR & KING-SIZE



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